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ENGINEERING, BANKING, MINING, MANUFACTURES.**

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American Railroad Journal.

New York, Saturday, October 26, 1878.

Our Trade with Spanish America.

It is time that we cultivate more intimate trade relations with our near neighbors. Spanish America, and by this name is included the whole list of Spanish Republics, Mexico, Guatemala, Honduras, Salvador, Costa Rica, Nicaragua, Colombia, Venezuela, Chili, Bolivia, Ecuador, Peru, the Argentine Republic, Paraguay, Uruguay, with the Empire of Brazil, all these are near enough to us for all purposes of commerce, much nearer to us than England is to them, yet she enjoys almost the monopoly of their foreign trade.

Some statistics published by the British Board of Trade show with what care and energy England has cultivated the trade of Spanish America. Where there was lack of regular communication steamship lines were established, the government granting liberal subsidies whenever necessary for the maintenance of those lines. Everything possible was done to hold and increase trade.

On the other hand we have sat with folded

hands, not even attempting to secure the trade of Mexico and the other republics that are our next door neighbors. As for Brazil to whom we pay yearly for coffee between thirty and forty millions, we have made a feeble effort to create a larger trade with her; but the results are not yet apparent.

The Mississippi Valley is nearer to Brazil than New York. The millers of St. Louis directly and indirectly have long enjoyed a very moderate trade in flour with Rio de Janeiro. Recently enterprising manufacturers in the West have made trial shipments of agricultural implements and other wares to Brazil. Commercial travelers have also been sent there, but the result is not yet encouraging because nothing systematic has been attempted. We do not yet understand the wants and requirements of those markets; hence most of our wares either in quality or in style are unsuited to Spanish American wants. There is less change among those people than with us. What was used fifty years ago is still thought to be most desirable in many of their markets. Brazil, however, has adopted the French metric system of measurement. Our cotton cloths measured and branded in yards would not suit a market where only metres are used. So with styles and finish of a multitude of articles which we now manufacture as cheaply as England. But the English manufacturer understanding the requirements of his Spanish-American customer makes his goods accordingly and sells them readily, while our manufacturer knowing little or nothing of his customer's peculiar wants fails to satisfy. First of all the goods must be suited to the trade.

From the official report of the British Board of Trade referred to before, it appears that the total trade of Spanish America for 1875 was \$643,923,096. Of this large total England, of course, had the lion's share, as compared with the United States. The exact figures show British exports to Spanish America for 1875 to have been \$99,138,677 against exports of \$29,182,167 from the United States. Imports for the same year to Great Britain from Spanish America amounted to \$129,159,165 against \$85,831,502 imported from the same countries into the United States.

These figures show the balance of trade for the

year 1875 against England with Spanish America to have been \$30,025,488. While the balance against us is nearly twice that, being \$56,649,335.

If England finds it to be a wise policy to extend government aid to steamship lines in order to facilitate trade, we must to some extent follow her example or fall behind. It is a hard matter to extend our trade without ships. Our communications with South America are now insignificant and wholly inadequate. Even the little Argentine Republic is favored with some nine steamship lines, but we are not the owners of any one of them.

Here is a fine commercial field at our very doors, shall we enter and cultivate it or leave it to our more enterprising neighbors?

Sale of the Montclair Railroad.

The Montclair and Greenwood Lake Railroad of New Jersey, having defaulted on its bond interest, and being in other respect a losing concern to its shareholders, was sold under foreclosure about two weeks ago, for \$160,000, the names of its actual purchasers being withheld at the time.

The Bondholders had previously arranged to save themselves by reorganizing the company after buying it in at the sale, and to this end an assessment of five per cent had been levied and a committee for purchase and reorganization appointed, consisting of the heaviest bondholders, among whom were Cyrus W. Field, Abram S. Hewitt, A. W. Benson, and others. At the evening previous to the sale, if the information received on this point is reliable, and it is given on credible authority, the gentlemen constituting the committee for reorganization sold their Bonds to the Erie Company for fifty cents on the dollar, arranging not to bid against the company at the sale of the road. These bonds, with the \$156,000 paid for the road, cost the Erie Company a round sum of \$450,000, for which amount they acquired possession of the line and a controlling interest in the bonds.

The holders of the second mortgage bonds and those of the first mortgage who were not fortunate enough to be on the purchasing committee, bitterly complain of their being thus ignored by the gentlemen they deputed to act for them, and

who they say simply used their position to save themselves, leaving their fellow bondholders out in the cold. The circumstances appear to give these complaints much weight.

The Erie Co. will continue their new purchase from its present terminus at Penborn creek, where it now joins a short and independent line connecting it with the Pennsylvania Railroad, to their Jersey City Terminus through their new tunnel, cutting off its connection with the Midland and Pennsylvania Railroads. The want of proper terminal facilities was one principal reason why the Montclair Railroad was unable to be run with profit.

Louisville and Nashville Railroad.

To the Stockholders of the Louisville and Nashville Railroad Company:

The President and Directors respectfully submit their report of the management of the Louisville and Nashville Railroad Company during the fiscal year ending June 30, 1878.

The bonded debt, as per last report, was \$16,484,230 00
Cecilian Branch Mortgage bonds issued during the year..... 1,000,000 00

\$17,484,230 00

Redeemed—
Memphis and Ohio Railroad Income bonds..... \$1,500
Mortgage on main office, lot, and building..... 10,000
Memphis, Clarksville and Louisville Mort. bonds... 82,010
48,510 00

\$17,440,720 00

In this is included City of Louisville bonds, without mortgage.. 850,000 00

\$16,590,720 00

We have also reduced the bonded debt of the Nashville and Decatur Railroad Co. by the payment of twenty of its First Mortgage bonds into the Sinking Fund, and the bonded debt of the South and North Alabama Railroad Co. by the purchase of sixty-eight thousand dollars of its Sterling bonds for the Sinking Fund.

The net earnings of the Louisville and Nashville R. R. Co. for the past year were.....\$1,708,675 84
The interest on the bonded and floating debt of same..... 1,024,284 35

Showing surplus earnings of... \$684,391 49

Semi-annual dividends of 1½ per cent upon the capital stock have been declared, amounting to \$270,174.

NASHVILLE AND DECATUR RAILROAD CO.

The gross earnings were.....\$787,756 37
Operating expenses..... 400,111 82

Net earnings.....\$387,644 55

The net earnings last year were..... 282,815 87

Increase 1877-78..... \$74,799 18

The interest and dividends for which the Louisville and Nashville Railroad Company is liable have been paid, and are as follows:

Interest on bonded indebtedness.....\$149,501 79
Hire of engines and cars..... 34,682 71
Dividend on stock..... 98,653 44

\$282,737 94

Net earnings..... 387,644 55

Showing a surplus of..... \$54,906 61

The amount charged to the construction account of the road during the past year was \$21,966 65; during former years, \$261,159 20—mak-

ing a total of \$283,125 85, which is to be reimbursed at the end of the lease.

SOUTH AND NORTH ALABAMA RAILROAD CO.

The result of the operation of this road during the past two years has been as follows:

1876-77. 1877-78.
Gross earnings.....\$753,682 01 \$844,688 87
Operating expenses... 560,825 81 551,039 99

Net earnings.....\$197,856 20 \$293,648 88

Interest paid on bonded debt.....\$345,980 96

Hire of engines and cars.. 74,466 17

420,397 13

Deficit.....\$126,748 25

Amount advanced on construction account..... 45,215 52

Sixty-eight Sterling bonds..... 62,666 77

Advances and interest on old account 95,055 54

Total amount advanced during the year.....\$329,686 08

GENERAL REMARKS.

Another year of financial depression has been added to those already passed, and still your road has continued to improve in prosperity.

The list of mercantile failures during the past year is larger than ever before, and all business circles have been affected to a serious extent, but your road has not failed to keep pace with the ratio of annual increase in prosperity which has marked the results attendant upon its operation during the past few years.

In 1872-73, the fiscal year previous to the panic, the gross earnings of the various lines operated by the company were \$6,106,051 84, and the net, \$1,484,047 87; in 1873-74, the gross earnings were \$5,510,695 45, and the net, \$1,565,882 34; in 1874-75, the gross earnings were \$4,868,873 80, and the net, \$1,682,132 84; in 1875-76, the gross earnings were \$4,961,490 29, and the net, \$1,967,960 05; in 1876-77, the gross earnings were \$5,315,326 80, and the net, \$2,140,620 28, and in the past fiscal year the gross earnings were \$5,607,598 48, and the net, \$2,344,242 42, or \$860,195 05 more than in the year preceding the panic.

This result in brief shows that the net earnings of your road have increased 58 per cent since the panic, and as the advance has been stable and uniform in its character, it certainly demonstrates the enhanced value of your property since that time.

These results have been reached with low rates of freight unparalleled in the history of your road.

To show the low rates at which we are carrying traffic compared with preceding years, it is only necessary to notice the fact, that in the year before the panic we carried 177,466,795 tons of freight one mile, while in the past year we carried 224,654,030, or an increase of 47,187,235, or 26 per cent more traffic for considerably less revenue.

In accomplishing this, the road has in the meantime not been allowed to deteriorate, but its physical condition has been improved at least 50 per cent.

In producing the results placed before you in this report, the management believe its success due to the strictest economy and the most careful supervision in every department by the best skilled officers that can be commanded—a policy from which the management do not think it safe to depart in the future.

During the past few years the management has paid much attention to the development of the local traffic of the road. It has encouraged manufactures along its lines, and the results have proven the wisdom of its efforts in the large increase in the local traffic, and it is believed that this policy should be continued.

Your Main Stem, extending from Louisville to Nashville, will compare most favorably with any

road in the country. It is almost entirely laid with steel rail, thoroughly ballasted, and all its appointments are in perfect keeping with a first-class road.

The Branches and the Memphis Line are also in good condition, and, as feeders to our Main Stem, play an important part in our system.

The Cecilian Branch, which we have operated since January, 1877, has proven to be a wise investment. The receipts have increased largely, in many cases doubling those of the corresponding month of the previous year. Its purchase was made with the single idea of protecting our Main Stem against a ruinous competition continually threatened by a chain of bankrupt roads, which had it in their power at any time to very materially reduce our revenue without great danger to themselves. Not only has protection against this competition been firmly, and it is believed permanently secured, but the purchase has yielded us sufficient additional revenue for the large payments made on the road.

We also pass a large business over the Main Stem between Louisville and Elizabethtown, which when the Cecilian Branch was owned by the Louisville, Paducah & S. W. Road, was naturally diverted over the Branch. This business is worth to us over \$50,000 net annually.

We take pleasure in stating that the Nashville and Decatur Road has, during the past year, earned its operating expenses, the interest upon its bonded indebtedness, the sinking fund, etc., and yielded us a surplus of \$54,906 61.

The South and North Alabama Road has also made the usual improvement. In 1876-77, the gross earnings were \$758,682 01; in 1877-78, \$844,688 87, an increase of \$86,006 86. The operating expenses in 1876 77 were \$560,825 81; in 1877-78, \$551,039 99, a decrease of \$9,793 82.

To show more clearly how this road has improved in earning capacity since its construction, a comparison of its operation in the first and the last fiscal year may prove interesting. In 1873-74, the first full year of the operation of this road, the net earnings were \$95,579 94; in 1877-78, \$293,648 88, a difference of \$198,068 94.

As the annual deficit of the South and North Alabama R. R. Co. bears an important relation to the general finances of the Louisville and Nashville R. R. Co., the comparison cannot fail to be gratifying.

Substantial improvements have been made along the line of your roads during the past fiscal year. A commodious passenger station has been finished at Montgomery, a new depot constructed at Columbia, a new iron bridge at heavy cost has been thrown over Duck River, and several minor structures have been erected.

Better accommodations at Nashville and Memphis are needed, and steps have already been taken toward procuring the same in the former city.

On all our roads we have laid large quantities of steel rail during the past year.

The former management of the road, in the year before the panic, having every reason to expect a large increase in traffic, contracted with the Rogers Locomotive Works for a number of locomotives specially adapted to our road. The panic coming on, and our business falling off very materially, the locomotive builders agreed to postpone delivery of fifteen of these engines. By the terms of the contract, as afterward adjusted, we received a number of these locomotives in the past fiscal year, and although our motive power was more than ample, we believe that the volume of traffic on our road will soon reach proportions that will make these engines available to us.

We have, during the past year, built for the South and North Alabama Railroad the Wetumpka Branch. The road extends from Elmore to Wetumpka, a distance of seven miles. Its construction was demanded by a contract the South and North Alabama Railroad Company made for important advantages secured to itself in past years. The road penetrates to the center of a rich and fertile valley, and will be a valuable feeder to our system.

At the close of the year negotiations were in

progress, and have since been concluded, for the construction of that part of the Cumberland and Ohio Road between Lebanon and Greensburg, Ky., about thirty-one miles in length. This road in its entirety was originally intended as a competitor of our own for valuable business, but its projectors failed for want of means after expending about four million dollars, and it having been thought desirable that our company should control the portion of it stated, and which had been offered us, a lease of twenty five years was effected. By the terms of the lease we acquire the middle portion of the road, upon which about \$1,600,000 has already been expended, and to complete which it will take about \$180,000, for which sum we are secured by a first and only mortgage of \$300,000 on the road. The road penetrates a rich, fertile country, capable, under this new stimulus, of yielding a great traffic, not only to the projected road itself, but to others in our system.

During the past year this company had added to its Bonded Debt one million dollars. This amount was placed in a mortgage on the Cecilian Branch, 46.3 miles long. The amount of the mortgage is very small for the property covered, it originally costing over two millions. This bond has not yet been placed upon the market, nor will it be until a fair price can be obtained.

We have during the past year extended aid to the Brownsville and Ohio Railroad Company, which is building a road from Brownsville to Friendship, Tenn. Part of this road has already been built, and the whole, when completed, will form a valuable feeder to our system, as it penetrates a rich, agricultural country.

The subject of emigration still continues to be an object of interest with the company. The great success of the colony of Cullman, described in former reports, still continues. All the settlers are prosperous, and many of them, in the short time since the founding of the colony, have achieved wealth. The great prosperity of this colony has induced the settlement of others contiguous to it, the most promising of which is Garden City, thirteen miles below Cullman. A few settlers arrived at this place in December; they were followed by others in February, and now there are over seventy-five families located at this place. This colony has a very flattering prospect before it. The settlers are Germans from Chicago and the Northwest, and they are untiring in their energy and industry. With these two thriving colonies in North Alabama as a nucleus, it is believed that, in the next few years, we shall have a large, thriving population on the line of the South and North Road, and it is the opinion of your management that the liberal course it has pursued toward these settlers should be continued.

North Alabama is situated so far above the level of the sea, that while it has a moderate temperature during the whole year, it has been, and of necessity must be, free from those epidemics which are, periodically, a terror to other portions of the South.

The coal and iron interests on the line of the South and North Alabama Railroad, upon which that road so much depends, are advancing very materially. New mines are opening, and the Eureka Company, the pioneer in the manufacture of iron in that section, has added largely to its interests in North Alabama. Its works at Oxmoor and Helena are of the most extensive character, and the amount of product they turn over to our line for transportation forms a very important element in our revenue.

The coal and iron on the line of the South and North Alabama Railroad is practically inexhaustible, and as fast as new markets can be opened the product and our revenue will be largely increased.

In conclusion, your directory feel that they may justly congratulate the stockholders upon the improved condition and future prospects of their property. The country along our line is increasing in prosperity and population, new feeders to our lines are continually opening up new and fertile sections of country, and our receipts are now, and we believe ever must be, ample to

meet all fixed charges and yield a surplus which we have no reason to doubt will annually increase until, at no distant day, your property will reach a value in earning capacity second to none in the country.

Respectfully submitted.

E. D. STANDFORD, President.

New York and New England Railroad.

In the United States Circuit Court at Hartford, Conn., on the 18th inst., in the suit of the New York and New England Railroad Company to obtain possession of the Hartford, Providence and Fishkill Railroad, Judge Shipman made a final decree, granting immediate possession. The Trustees of the Hartford, Providence and Fishkill mortgage of \$2,000,000 accordingly transferred the property to the New York and New England Railroad Co., and it is now operated by that company. The \$500,000 mortgage held by the City of Providence has been paid; all the floating debt has been paid, and cash deposited in bank to pay the bonds not yet presented.

The New York and New England Railroad Company has now a line of 150 miles, from Boston to Waterbury. It also obtains control of the Providence Division, from Willimantic to Providence, 58 miles; also, of the Boston and Woonsocket Railroad, 34 miles, and the Stockbridge Branch, 18 miles, making 260 miles in all. It leases, besides, the Norwich and Worcester and the Rhode Island and Massachusetts Railroads. The corporation has out \$3,400,000 of bonds, covering all its possessions, including the uncompleted portion of the road between Waterbury and Fishkill. Mr. Clark, the manager, says that no more bonds will be issued except for the development of the line westerly, and that it will require only about 60 days to put the road in running order to the Hudson River. It is not probable, however, that anything will be done before Spring. The amount of bonds the company has the right to issue is \$10,000,000. Old Berdell bonds are now convertible into stock of the new company. The managers expect in a few days to put on through trains from Boston to Hartford, and connect there with the New York, New Haven and Hartford Railroad.

Australia's International Exhibition.

An intimation of Australia's intention to hold an international exhibition in 1880, has been forwarded to us by Mr. G. C. Levey, the Secretary of the Commission from the Colony of Victoria to the Paris Exhibition.

The high appreciation American manufactures are held in by our neighbors in Australia and New Zealand has led to an extensive export trade from our Pacific ports to those countries, and our merchants and manufacturers will not fail to improve these friendly relations by contributing a liberal display of their several specialties to the forthcoming Exhibition. Whatever the political ties which bind the Australian Colonies to their mother country, we cannot forget that as they are nearer to us in vicinage, so their institutions are more in harmony with our republican spirit than with any other. These fraternal feelings are worthy of cultivation for their own sake as well as for the commercial intercourse they promote, and on these grounds we must do our share towards making the Exhibition a success.

An illustrated paper accompanying Mr. Levey's note gives a sketch of the Exhibition buildings,

which appear to be fully worthy of the handsome metropolis of the Colony of Victoria where they are being erected.

Gas Statistics.

Whether the electric light can or cannot be made an effective substitute for gas light is a question which appears to be rapidly approaching a solution unfavorable to the carburetted hydrogen which has so long stood us in good stead. However it may eventuate the public gains by the discussion, since they learn that gas can be supplied to them at a much lower rate than that they now pay and yet leave a handsome profit to the manufacturers.

That this is not a mere theory is proved in a most practical manner by the proceedings of a new gas company whose works are now being built in the upper part of this city and which is contracting to supply all its customers at the rate of \$2 per thousand feet in place of \$2.50 and \$3 charged by other city companies.

A similar healthy competition in London combined with a fear of electric developments which are farther advanced there than here, has compelled one of the largest of the illuminating companies of that metropolis to reduce its price from \$1.08 to 84 cents per thousand feet. This price is so much below the lowest price charged here that we must look for its cause rather in the greater economy in the manufacture and distribution of the gas, than in the difference in cost of the coal from which it is extracted. In our next issue we propose indicating the points in which our processes fall behind the English makers. That the concentration of a large supply in the hands of a single association is favorable to these economies is evident from the recent report of the Gas and Coke Company of London. This company during the first half of the current year converted 540,000 tons of coal into 5,587 million feet of gas from which they collected a gross rental of \$6,250,000. The first cost of their coal was \$3.80 per ton; but, as they sold the residual products of each ton for \$2.14, the net cost of each ton was reduced to \$1.66. As each ton yielded 10,348 feet of gas which sold at 84 cents per 1000 feet, the gross receipt for each ton converted into gas was \$8.67 or \$7.01 gain over the net cost of the coal. The gross rental of \$6,250,000 referred to above was gained before the reduction in the price of gas.

The directors of the Straitsville Central Mining Co., recently elected, are: J. S. Farlow, J. T. Burr, J. S. Pierson, J. Atkinson, H. P. Clough, J. A. Jeffreys, J. C. Buxton, and J. L. Moore. H. P. Clough, of Middletown, Ohio, was elected President, and J. A. Jeffreys, of Columbus, Secretary and Treasurer.

The Hanover, Penn., Spectator says that operations have been resumed on the Hanover Junction and Susquehanna Railroad. In about two weeks the grading will be completed, when the work of laying the rails will commence, and be pushed rapidly forward to completion.

Essex, Conn., has voted to call in \$48,000 of bonds issued to help build the Connecticut Valley Railroad, and to place them at a lower rate of interest, saving the town about \$500 a year.

Boston, Revere Beach and Lynn Railroad.

At the annual meeting of the Boston, Revere Beach and Lynn Railroad Company, held in Boston on the 17th inst., the following board of directors was elected: Edwin Walden, John G. Webster, John B. Alley, Edward Tyler, David Loring, T. B. Dix, Henry Breed, David L. Webster, Chas. W. Slack, A. B. Martin and N. Gibson. President, Edwin Walden; Treasurer, John G. Webster; Clerk, John A. Tenno.

The report of the Treasurer, which was presented showed that the total receipts had been \$121,264 98, the total expenses \$83,940 96, and the net earnings \$37,324 02. The expenditures to date for construction had been \$397,447 52; for equipment, \$94,369 67; for ferry, \$109,618 23; for real estate outside of location, \$26,000—total, \$627,435 42. The capital stock is \$349,200; the total debt \$244,518 95, less cash and assets, \$26,325 01, leaving balance of debt incurred for construction, \$218,223 94; balance of profit or surplus, \$60,011 48—total, as above, \$627,435 42. In making his report, Mr. Parker said that the business of the year had been up to the average, and that the condition of the road warranted the belief that the company would soon be able to pay regular dividends. The business of the road this year has been very good, the receipts larger and the expenses smaller. It has outlived the prejudice with which it was first met. The roadbed is in a better condition than ever, sixty tons of steel rails were laid during the year, and hereafter steel rails alone will be laid. The claims for land damages are practically settled, and at a cost much within the estimate. The President said in answer to a question, that the construction account had been increased by the purchase of the new ferry boat in part, the payment of land damages and the improvement of the tunnel, and that so far as he knew there would be no call during the coming year for an increase of the construction account. He said further that he had been over the road carefully on foot, and had come to the conclusion, from his own observations and the statements of more experienced men that the road was better by \$50,000 than it was three years ago. He explained the depreciation account of \$10,087 95 to be caused by the loss on the old ferry boat, the loss on the sale of a locomotive which was not suitable to the company's use and the loss on certain notes which were given to the company as a gratuity on condition that the road was built, and were not paid.

Concerning the funding of the debt the President stated that it had been found that any bonds issued by the company would have to be sold at a discount; that instead of doing so, an arrangement had been made by which the whole debt was carried by banks and individuals at eight per cent for twelve months; that those notes would mature next month, and that they would then be renewed at seven per cent. The company needs \$250,000, and if that sum could be funded at six per cent there would be no reason why the stock should not be worth par, and be as good a six per cent stock as there is in the market. He felt confident that unless there should be a great change in the money market the funding could be carried out successfully in a short time. He was of the opinion that the summer business of the road could be very much increased if a large building were erected somewhere on the beach where necessary holiday supplies could be obtained at a less cost than at the hotels; and he believed that it would pay the company to expend \$25,000 for the erection of such a building. He said further that there was no competition with the Eastern Railroad, that the feeling in Lynn toward the

road was excellent, and that in October, 1878, the receipts from season tickets from Lynn were double what they were in October, 1877.

Quarter Master General's Report.

The annual report of Quarter Master General Meigs to the Secretary of War, recently completed, contains a large amount of statistical information and makes several recommendations of importance. The total requisitions from his office during the fiscal year ending June 30, 1878, amounted to \$12,792,603. The department moved during the year 79,260 passengers, 11,400 beasts and 109,261 tons of military material.

The Indian disturbances and labor riots made the presence of considerable bodies of troops necessary in May in different places, and the smallness of the army necessitated extensive and expensive movements in order to have sufficient force at the threatened points. Marches of 800 to 1,000 miles were common, and several of 1,800 miles, two of 3,000 and one of 4,800 miles were made. The largest movements were made by the Pacific railroads, and the appropriation for transportation was not large enough to liquidate their accounts. General Meigs therefore recommends that Congress should make a deficiency appropriation of \$825,000 to settle the accounts for the past year's service.

He says that the operations for the department are embarrassed by the action of Congress relative to land grant railroads, to none of which can money be paid till the conclusion of a suit before the courts. As the principles and claims involved have been finally acted on by the Supreme Court and judgment in favor of the roads on the rates heretofore fixed by the War Department has been given in every case finally decided, it is thought that it would be wise and just to repeal this restrictive legislation and allow the railroad accounts to be settled like other accounts for military service, without imposing on the companies the delay and expenses of formal suits hereafter in court, the principles involved in which have been already decided in their favor.

The several Pacific railroads have earned by military transportation during the fiscal year \$895,000. Their total earnings for this service have amounted to over \$9,000,000. Seventy contracts were made during the year for transportation by teams and 76,559 tons of supplies were transported in this manner. Thirty-three thousand and eight passengers and 56,000 tons of stores were moved by water. The cost of transportation on the Upper Missouri to supply the posts in the Sioux country continues great, compelling increases of rates, and the rate is diminishing from year to year, but the supplies needed continually increase, though a reaction of the increase is expected before many years, with the establishment of communities able to protect themselves against the savages.

Two thousand, two hundred and fifty one horses and 1,162 mules were purchased by the department during the year at an average cost of \$117 for the former and \$130 for the latter. There were 11,875 horses and 9,688 mules in the army on the 30th of June, and the forage consumed was as follows: 892,000 bushels of corn, 1,100,000 bushels of oats, 136,000 bushels of barley, 37,000 tons of hay and 2,500 tons of straw. The purchases of fuel amounted to 77,000 cords of wood and 38,000 tons of coal.

The work of investigating claims for quarter-master's stores furnished during the war of the rebellion has been resumed under the act of July

4, 1864, and the appropriation of last November and 2,222 claims were disposed of during the fiscal year. Of these there were 1,355 (claiming \$1,741,197) totally rejected, and those which were allowed were reduced from \$692,876 to \$355,084. There remained on file June 30, 11,670 more of such claims, aggregating \$5,960,172. The average cost of investigating the claims disposed of was about \$30 each. In addition to these claims (which originated in the border States) and irrespective of many thousand claims there are about twelve thousand unsettled claims on file, calling for about \$7,000,000, not affected by the act of July 4, 1864, which requires proof of loyalty, etc.

The Quartermaster General invites attention to the danger of destruction by fire of these and many other records of great value to the government and its citizens, and urges that a cheap but fireproof building be constructed as a hall of records convenient to the more elaborate and costly buildings occupied by the Executive Department, and thus to guard against such losses as lately occurred at the Patent Office. He submits a plan of such a building, to cost about \$100,000, and proposes that the records not in daily use of the several departments be stored in it, under charge of competent superintendents, to be properly filed and easy of access on receipt of telephonic orders, etc.

Western Maryland Railroad.

At the annual meeting of the stockholders of the Western Maryland Railroad Company, held in Baltimore on the 16th inst., the following gentlemen were elected directors for the ensuing year: John K. Longwell, Carroll county; Joshua Biggs, Frederick county; George W. Harris, John Welty, and C. W. Humrichouse, Washington county. The directors on the part of the city are Samuel H. Adams, Christian Devries, Daniel J. Foley, E. G. Hipsley, Nicolas G. Penniman, J. Alex. Preston, Alexander Riemann and George M. Gill.

Mr. J. M. Hood, President and General Manager, submitted his report for the year ending September 30, 1878, which was accepted and ordered to be printed.

This report shows gross earnings from passengers \$140,925 70, freight and express \$180,773 09, milk and marketing \$17,934 88, mails \$6,093 12, miscellaneous sources \$1,474 84—total \$347,201 63.

Operating expenses: transportation department \$121,733 89, machinery department \$35,070 31, road department \$45,072 32, general expenses \$15,898 91—total \$217,275 43. Net earnings, \$129,926 20.

Compared with 1877, the gross earnings show an increase of \$15,115 76, with a decrease in expenses of \$2,665 16—making the increase in net earnings \$17,780 92.

The above statement of gross earnings, \$347,201 63, does not include \$29,317 61 earned upon the tracks of other roads east of Fulton Station, the "trackage" or tolls paid by this company being identical with the rates charged the public for the service. In 1877 the amount so earned and paid over was \$28,214 95, and in 1876 \$25,486 32.

There were moved during the year 368,956 passengers and 136,021 tons of freight; making an increase over 1877 of 29,845 passengers and 4,654 tons of freight. The average rates of transportation received during the year were 1.9 cents per passenger per mile, and 3.48 cents per ton per mile. The average earnings per mile of road for the year have been \$3,857 80. The report says:

Important progress and large expenditures have

been made in strengthening the equipment, increasing depot, siding and other facilities, substituting steel for iron rails, introducing permanent structures for temporary or perishable ones, ballasting with stone, increasing excursion facilities, etc. In this manner \$72,870 16 of the net earnings have been applied, and it will be found advisable to pursue the same course for several years to come, in order to place the road under the most favorable condition for safe and economic operation. About \$9,000 have been expended in constructing the shedding at the railroad, the pavilion and restaurant at Penmar Park, the observatory at High Rock, the supplying of steam and other pumps, tanks, cisterns and other conveniences at both points, cleaning up the grounds and constructing a first-class carriage road along the mountain side from Waynesboro' Station to High Rock, a distance of two miles. A hotel company will soon establish a first-class mountain resort for those desiring to spend their summers in this attractive region.

The matter of the purchase by the city of the second preferred bonds of the company, which has already been brought to the attention of the mayor and city council and the city finance commissioners, has much to commend it, and the directors on the part of the city will be prepared at the proper time to present the matter and show the important advantages the city may thus gain. During the year important progress has been made upon the Baltimore and Hanover and the Baltimore and Cumberland Valley Railroads, and there is every reason to believe that the influence of both, as operating roads, will be felt by this company before the close of another year.

The Home Insurance Co.

If we were asked to name the best work on the fire insurance business of this country, we would unhesitatingly recommend the inquirer to read the records of the Home Fire Insurance Company for the twenty-five years it has been in existence.

The formation of this company in 1853 marked an epoch in the history of fire insurance. Previous to its existence, small capital and mainly localized operations, were the distinctive features of companies underwriting risks by fire. The result of this timidity was that any extensive conflagration generally swept away the local corporations and left a double array of ruined merchants and bankrupt stockholders.

The aim of the spirited promoters of the Home Company was to diminish the average of loss by increasing the area of risk and by the medium of agencies all over the country, to gather so extensive a support that local losses, however heavy, could bear no undue proportion to the corporation's annual income. In this way and in this way only could there be anything like an absolute guarantee that a sudden collapse would not follow such fires as those of 1835 and 1845 which wiped out so many of the fire insurance companies in this city at those dates.

The condition of the Home Insurance Company to-day is a striking evidence of the sagacity of what was then considered a bold and hazardous experiment. Early in the field, it widened a pathway which hundreds have since followed, and it now stands pre-eminent in a competition which its own brilliant success has been the means of provoking.

We are pleasantly reminded of these facts by the eloquent address of Mr. Charles J. Martin, the indefatigable President of the Company, delivered at a festive gathering of its Board of Directors held in April of this year to commemorate

the completion of the first quarter century of the company's existence.

The private nature of that entertainment accounts for Mr. Martin's graphic sketch of the company's career not having obtained at the time, the publicity it merited. The condensed and comprehensive form in which Mr. Martin presented the facts, rendered it well worthy of being retained in a permanent shape; and it is, therefore, in a handsomely bound libretto that we now have Mr. Martin's suggestive statement before us.

From the day the company opened its offices to the time of the great fire of Chicago, its record was one of large semi-annual dividends and of constant additions to its surplus, which not even three dividends in one year, amounting to 35 per cent in all, was able to reduce to moderate dimensions. The rapidity with which these undivided earnings increased is indicated by Mr. Martin's statement that in July, 1870, five hundred thousand dollars were taken from this fund and placed to the capital account, each stockholder receiving his pro rata in shares; and that in January, 1875, another half million was added to the working capital from the same source, this last increase raising the capital to three millions and forming a bonus to the stockholders of one share to every five then held by them.

Even after the capitalization of these large sums from undivided earnings, there remained a surplus of over a quarter of a million dollars, which had increased at the close of last year to the generous dimensions of \$1,016,703.

The great fire of Chicago was but a slight check in the company's career of prosperity.

An assessment of a million and a half on that occasion, to restore the capital, was met by the stockholders in a spirit which showed their appreciation of the management of the company.

Within ten weeks after that national calamity which ruined so many of the fire associations of the country, the Home had paid nearly three millions of dollars to its insurers, and, with the assessment paid by the stockholders, remained in possession of an unimpaired capital. After this splendid evidence of stability and pluck, no wonder that its patronage was enormously increased.

The Boston great fire, a year after, which cost it three quarters of a million, while it brought down many companies which had staggered through the Chicago calamity, simply advertised the advantages of insuring in the Home. Many of our Boston readers who were policy holders in the Home at that time, have grateful memories of the readiness with which the amount of their policies was paid by that company.

It is impossible to dissociate the unexampled success recorded in Mr. Martin's address, from the kindred question of management. In this respect the Home has been most fortunate in enjoying the services of men whose ability and integrity are demonstrably of a high order.

We get a clue to this exceptionally good fortune in Mr. Martin's remark that liberality is the company's maxim, both in its payments to its servants and in its treatment of its policy holders.

Every word of Mr. Martin's statement is a proof of the company's wisdom in this respect, and is moreover a higher compliment to the value

of his own services, than the most labored panegyric could afford.

How thoroughly identified Mr. Martin is with the birth and subsequent prosperity of the company may be gathered from the fact that he made out and signed the first policy ever issued by the company, and after a lapse of twenty five years we find him recounting from his own personal knowledge and experience, every notable fact connected with the corporation during that long interval.

The history of Fire Insurance is now recognized as an important branch in the study of our domestic and social economy. We commend this record of the Home Company as one of the best exponents of its value ever published.

An Elevated Railroad for Boston.

The remarkable financial success which has attended the working of the Elevated Railroads of this city on the short sections they are now operating, has stimulated the formation of plans for similar constructions in other cities. Boston is the first to follow the example of New York. A charter is being applied for there for the construction of a rapid transit street railroad, on the plan of the Gilbert or Metropolitan Elevated Railroad of this city. Charlestown, Cambridge and the Highlands are the proposed termini of the road, which is estimated to cost \$200,000 per mile. The capital of the company will be \$2,000,000. Mr. M. F. Fowler, a well known citizen of Boston, and a relative of Cyrus W. Field of this city, is a promoter of the enterprise.

The gross earnings of the Chicago, Burlington and Quincy Railroad for the month of August, 1878, were \$1,632,207, the expenses \$679,829, and the net earnings \$752,378; for the month of August, 1877, the gross earnings were \$1,330,248, the expenses \$574,391, and the net earnings \$755,857—showing an increase in gross earnings of \$301,959, in expenses of \$105,438, and in net earnings of \$196,521. For the eight months ending August 31, 1878, the net earnings were \$3,990,932, against \$3,301,904, for the corresponding eight months of the previous year—an increase of \$689,088.

At the annual meeting of the stockholders of the Cincinnati, Sandusky and Cleveland Railroad Company, N. W. Percival and John Atkinson of Boston, and J. A. Jeffrey of Columbus, were unanimously elected directors for the ensuing three years. At a subsequent meeting of the directors J. S. Farlow, of Boston, was re-elected President; N. W. Pierce, of Boston, Vice President; and John L. Moore, Secretary and Treasurer.

The directors of the Coney Island and Brooklyn Horse Railroad Company, elected on the 21st inst., are: E. C. Bogert, John A. Buckingham, Samuel Burbans, jr., Edgar M. Callen, E. J. Denison, William Johnston, C. J. Lowry, W. C. Kingsley, Samuel McLean, George L. Nichol, W. H. Guion, Franklin Woodruff and Edward D. Peters.

A company has been organized, with a capital of \$2,000,000, to construct a narrow gauge railroad from Jacksonville, Oregon, to the Pacific ocean, a distance of 100 miles.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of track equivalent single miles.	Horse and mules.	Dum.	CORPORATE TITLES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '77	11.60	162	33	Albany.....N.Y.	224,443	200,000	79,500		114,219	21,308		100	100	
Sept. 30, '77	29.13	492	94	Atlantic Avenue (Bklyn.) N.Y.	1,282,890	660,200	472,000		286,337	90,435		100	100	
Dec. 31, '77	9.81	701	37	Baltimore City (Balt.).....Md.	1,000,000	1,000,000					12	25	25	31
Sept. 30, '77	22.93	361	37	Bleeker St. & F.F. (N.Y.C.) N.Y.	1,816,213	900,000	697,000	131,219	291,065	61,519		100	100	
Sept. 30, '77	5.82			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,832		100	100	
Sept. 30, '77	13.71	311	67	Broadway (Brooklyn).....N.Y.	486,609	200,000	200,000	33,308	204,755	53,323	7	12	100	100
Sept. 30, '77	16.98	1201	142	B'way & 7th Av. (N.Y.C.) N.Y.	3,991,261	2,100,000	1,500,000	250,122	990,566	346,497	94	100	100	
Sept. 30, '77	8.77	8 D.	41	Brooklyn, Bath & Coney I.N.Y.	290,341		80,000	210,341	58,338	17,251		100	100	
Sept. 30, '77	91.17	2011	441	Brooklyn City.....N.Y.	2,490,178	2,000,000	300,000	50,000	1,465,317	323,822	14	10	10	
Sept. 30, '77	23.60	238	67	Brooklyn City & Newtown N.Y.	897,517	600,000	400,000	107,801	188,622	63,291		100	100	
Sept. 30, '77	19.94	217	61	Brooklyn, Cross-Town.....N.Y.	728,911	395,400	300,000	7,219	173,791	61,712	6	100	100	
Sept. 30, '77	19.31	129	61	Buffalo East Side.....N.Y.	441,718	28,000	290,000	102,922	74,147	23,710		100	100	
Sept. 30, '77	17.14	271	63	Buffalo street (Brooklyn) N.Y.	699,412	100,000	600,000	93,110	194,544	55,290		100	100	
Sept. 30, '77	14.79	322	64	Bushwick (Brooklyn).....N.Y.	602,436	300,000	300,000	937	193,261	55,171		100	100	
Sept. 30, '77	33.08			Cambridge (Boston).....Mass.	875,000	875,000	150,000		81,750	81,750	9	100	100	114
Sept. 30, '77	4.98	142	30	Central Cross-Town N.Y. City.	840,000	800,000	240,000	17,209	100,391	26,101		100	100	
Sept. 30, '77	24.06	1201	137	Con. P. & N.E.R. (N.Y.C.) N.Y.	2,038,942	1,683,000	1,200,000		742,929	134,210	24	100	100	
Sept. 30, '77	6.89	87	29	Christopher & Tenth st. N.Y.C.	650,000	650,000			94,912	11,013		100	100	
Oct. 31, '77	9.50	400	64	Citizens' (Phila.).....Pa.	293,219	192,750			404,466	173,944	48	50	191	
Oct. 31, '77				Citizens' (Pittsburg).....Pa.	178,782	184,000	37,800	4,000	158,271	62,294	25	50	181	
Sept. 30, '77	15.00	283	30	Coney Island & Brooklyn N.Y.	791,206	500,000	307,000	36,501	182,598	31,318		100	100	
Sept. 30, '77	11.26	792	126	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	1,215,026	1,200,000	915,500		696,802	174,583	7	100	100	
Sept. 30, '77	10.73	1217	121	Elgin Avenue (N.Y. City) N.Y.	1,898,702	1,000,000	203,000	95,250	787,479	183,789	12	100	100	
Dec. 31, '77	7.22	92	17	Elizabeth and Newark.....N. J.	281,311	232,725		36,385	39,751	9,429	2	100	100	
Oct. 31, '77	5.10	104	20	Federal St. & Pl. Val. (Pbg.) Pa.	138,180	100,000	75,000		50,190	15,178	4	25	25	
Sept. 30, '77	10.26	164	59	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,054,679	748,000	236,000	61,439	317,455	85,745	10	100	100	
Oct. 31, '77	22.35	672	76	Frankford & Southwark (Ph.) Pa.	963,887	600,000	202,500		548,936	167,027	9	50	50	95
Oct. 31, '77	44.00	581	120	Germantown (Phila.).....Pa.	949,084	672,860	73,000	100,000	653,493	227,866	23	50	19	50
Sept. 30, '77	12.00	177	38	Gr'd St. & Newtown (Bk'n) N.Y.	391,216	170,000	150,000		93,716	18,972		100	100	
Sept. 30, '77	8.50	162	42	Gr'd St. Prosp. Pk. & Flatb. N.Y.	473,211	200,000	200,000	102,016	81,319	9,311		100	100	
Oct. 31, '77	7.25	273	24	Green and Coates st. (Phila.) Pa.	244,441	150,000	100,000		206,298	41,059	23	50	15	51
Sept. 30, '77	12.61	137	48	Harim Br. Mors. & F'dham N.Y.	291,305	299,109	146,000		87,109	13,501		100	100	
Sept. 30, '77	11.85	337	92	Hous. W. st. & Pavonia Fy. N.Y.	300,000	238,750	478,000		206,391	36,111		100	100	
Oct. 31, '77	22.00	746	92	Heat, Mant. & F'mount (Ph.) Pa.	556,464	299,381	300,000	161,127	674,311	77,765	50	15	12	
Sept. 30, '77	10.33	514	21	Highland (Boston).....Mass.	550,978	350,000	200,000	135,984	247,630	23,670	7	100	100	
Sept. 30, '77	10.75	62	44	Jamaica, Woodh'n & Bklyn N.Y.	100,000	100,000			20,307	1,722		100	100	
Oct. 31, '77	8.69	160	12	Lombard and South st. (Ph.) Pa.	270,594	125,000	62,500		101,264	20,007	4	25	15	
Sept. 30, '77	7.80	148	29	Long Island City Shore N.Y.	174,312	75,000	150,000	16,201	30,107	7,206		100	100	
Sept. 30, '77	5.09	56	29	Lewell Street.....Mass.	103,211	93,100		16,344	28,891	3,808		100	100	
Sept. 30, '77	10.25	213	62	Lynn and Boston.....Mass.	250,155	200,000	50,000	13,317	139,986	18,575		100	100	
Sept. 30, '77	2.03	18	1	Lynn City.....Mass.	82,113	18,000		10,298	14,082	3,151	7	100	100	
Sept. 30, '77	8.83		15	Malden and Melrose.....Mass.	180,500	165,500	15,000		3,500	3,500		100	100	
Sept. 30, '77	6.14	60	42	Merrimac Valley Street.....Mass.	84,312	50,000			32,924	3,284		100	100	
Sept. 30, '77	25.72	1845	421	Metropolitan (Boston).....Mass.	2,927,554	1,600,000	938,442	251,860	1,190,079	249,277	8	100	100	58
Sept. 30, '77	11.00	337	49	Middlesex (Boston).....Mass.	708,651	400,000	443,500	114,045	263,820	68,529	6	100	100	
Sept. 30, '77	1.29	64	49	Naumkeag.....Mass.	45,622	70,000	85,900	42,631	50,968	15,948		100	100	
Dec. 31, '77	0.00	41	8	Newark and Bloomfield N. J.	239,712	191,350	59,000	25,200	67,981	13,929		100	100	
Sept. 30, '77	4.38	34	20	New Bedford & Fairhaven Mass.	86,781	34,000		24,480	23,010	2,196		100	100	
Sept. 30, '77	7.50	120	20	New Wausburg & Flatbush N.Y.	342,107	300,000		47,108	71,302	6,911		100	100	
Sept. 30, '77	12.52	900	120	N. Y. & Harlem (City L.) N.Y.	(See New York & Harlem m.)				813,729	301,722	3			
Sept. 30, '77	6.10	200	31	Ninth Avenue (N.Y. City) N.Y.	999,422	797,320	207,000	22,460	78,093	12,911		100	100	
Sept. 30, '77	12.26	126	31	North 2d St. & Middle Vil. N.Y.	2,131,318	142,800	125,000	49,217	67,222	3,987		100	100	
Dec. 31, '77	13.26	286	46	Orange and Newark.....N.J.	1,034,973	281,800	700,000	187,000	205,715	39,008		100	100	
Oct. 31, '77	0.67	45	22	People's (Pottsville).....Pa.	158,728	150,000	10,000	31,185	31,185	6,388	2	100	100	
Oct. 31, '77	6.00	136	12	People's (Phila.).....Pa.	200,320	8,000	90,000	10,000	106,272	47,378		25	8	
Oct. 31, '77	22.20	1085	120	Philadelphia City (C. & W.) Pa.	548,461	475,000	300,000		793,160	144,159	24	50	23	66
Oct. 31, '77	6.12		19	Phila. and Darby (leased) Pa.	300,000	200,000	100,000		17,000	17,000	2	20	20	
Oct. 31, '77	12.88	187	40	Philadelphia & Gray's Ferry Pa.	335,160	298,750	34,000		152,807	42,367	6	50	25	38
Oct. 31, '77	9.75	138	40	Pbg. Allegheny & Manchester Pa.	391,493	300,000	100,000	800,000	154,777	43,468	8	50	50	
Oct. 31, '77	6.50	109	20	Pittsburg and Birmingham Pa.	200,341	150,000	40,000	1,000	71,935	9,492	01	50	37	
Oct. 31, '77	10.60	131	26	Pbg. Oakland & E. Liberty Pa.	216,369	150,000	45,000	34,105	81,552	14,509		50	50	
Sept. 30, '77	7.25	79	21	Portland.....Me.	210,319	200,000		10,317	67,318	11,569	4	100	100	
Sept. 30, '77	5.00	36		Poughkeepsie City.....N.Y.	110,712	76,708	62,000	18,701	17,002	1,181		100	100	
Sept. 30, '77	16.75	210	56	Prospect Park & Coney I. N.Y.	1,083,219	500,000	500,000	31,719	251,019	71,308		100	100	
Oct. 31, '77	30.00	800	50	Ridge Avenue (Ph.).....Pa.	436,677	420,000	58,400		281,082	81,923	16	50	28	61
Sept. 30, '77	17.00	200	50	Rochester City & Brighton N.Y.	281,320	105,000	138,000	8,716	184,208	39,102		100	100	
Sept. 30, '77	22.00	1203	167	Second Avenue (N.Y. City) N.Y.	2,821,239	1,199,500	1,627,500	20,000	784,193	212,943	8	100	100	
Oct. 31, '77	41.50	626	109	2d and 3d street (Phila.) Pa.	1,001,492	671,576	95,500		679,067	199,983	23	50	31	83
Oct. 31, '77	7.59	344	44	17th and 19th street (Phila.) Pa.	384,152	250,000	99,500	17,378	363,582	187,628	16	50	26	36
Sept. 30, '77	8.38	1220	100	Sixth Avenue (N.Y. City) N.Y.	2,400,203	750,000	416,000	725,000	890,552	200,728	10	100	100	
Sept. 30, '77	4.03			Somerville.....Mass.	113,000	113,000			6,780	6,780	6	100	100	
Sept. 30, '77	10.36	429	78	South Boston.....Mass.	591,936									

NATIONAL AND STATE SECURITIES.

National Securities, Oct. 1, 1878:						Interest.						Amounts outstanding.						Interest.						Amounts outstanding.																																																																																
						Rate.		Payable.		WHEN PAY-ABLE.		Market Price.								Rate.		Payable.		WHEN PAY-ABLE.		Market Price.								Rate.		Payable.		WHEN PAY-ABLE.		Market Price.																																																																
Loan of June 14, 1868.....registered																														\$200,000	5	Jan. & July.	1874	107 1/2	Massachusetts—(\$33,220,464):																																																																					
Loan of February 8, 1861.....registered																														13,932,000	5	Jan. & July.	1880	107 1/2	.. Back Bay Land bonds, 1861 and 1862...																														\$200,000	5	May & Nov.	1880	107 1/2	.. Coast Defense Loan, 1863.....																														858,000	5	Jan. & July.	1883	107 1/2
Oregon War Bonds of March 2, 1861.....coupon																														945,000	5	Jan. & July.	1881	107 1/2	.. War Fund Loan, 1869.....																														999,944	5	"	1889	107 1/2	.. Southern Vermont R. R. bonds, 1860.....																														200,000	5	April & Oct.	1890	107 1/2
Loan of July 17, and Aug. 5, 1861.....registered																														123,391,350	5	Jan. & July.	1881	107 1/2	.. Troy & Greenfield R. R. bonds, '58 to '68.																														4,473,080	5	"	'82-'94	107 1/2	.. Troy & Green R. R. bonds, 1871 to '63.																														9,468,592	5	Jan. & July.	'91-'95	107 1/2
.. coupon																														40,930,000	5	Jan. & July.	1881	107 1/2	.. B. H. & Erie R. R. Loan, 1868 and 1869.																														3,599,024	5	"	1890	107 1/2	.. Bounty Fund bonds, 1864.....																														3,580,241	5	May & Nov.	1894	107 1/2
Loan of March 3, 1863.....registered																														54,743,500	5	Jan. & July.	1881	107 1/2	.. State Institution bonds, 1874 to 1877.....																														3,392,230	5	Various	'94-'97	107 1/2	.. Harbor Improv. (5-20) bonds, 1874 & '78																														700,000	5	Jan. & July.	'94-'96	107 1/2
.. coupon																														20,256,200	5	"	1881	107 1/2	Michigan—(\$1,591,150):																																			.. Renewal Loan bonds, 1858.....																														101,000	5	Jan. and July.	1873	107 1/2
Loan of March 3, 1865:																																			.. Two Million Loan bonds, 1863.....																														872,000	5	"	'78-'83	107 1/2	.. Wm. Bounty Loan bonds, 1865.....																														357,000	7	May & Nov.	1890	112 1/2
2d series.....(5-20s).....registered																														44,459,400	5	Jan. & July.	1885	103	Minnesota—(\$400,000):																																			.. State Building Loan bonds, 1863 & 1869.																														150,000	7	Jan. & July.	'78-'79	103 1/2
2d series.....(5-20s).....coupon																														87,274,750	5	Jan. & July.	1885	103	.. State Building Loan bonds, 1873.....																														250,000	7	"	'83-'03	103 1/2	.. Railroad Aid bonds, 1863, (repudiated).																														2,275,000	7	June and Dec.	1887	103 1/2
3d series.....(5-20s).....registered																														110,174,800	5	Jan. & July.	1887	103 1/2	Missouri—(\$20,248,000):																																			.. State Debt. Proper, 1865 and 1866.....																														433,000	5	Jan. & July.	1886	103 1/2
3d series.....(5-20s).....coupon																														200,439,300	5	Jan. & July.	1887	103 1/2	.. Consolidation bonds, 1868.....																														2,727,000	5	"	1888	103 1/2	.. State Institutions, etc. bonds, 1872 to '74																														505,000	5	"	'92-'94	104
4th series.....(5-20s).....registered																														16,071,500	5	Jan. & July.	1888	103 1/2	.. Funding Bonds, 1874.....																														1,000,000	5	"	1894	104	.. Renewal bonds '6-20s, 1875 and 1876.....																														8,805,000	5	"	'93-'98	104
4th series.....(5-20s).....coupon																														21,395,800	5	Jan. & July.	1888	103 1/2	.. Railroad Loan bonds, 1853-'66.....																														8,124,000	5	"	'73-'90	104	.. Han. & St. Joseph R. R. Loan bonds.....																														1,500,000	5	"	1887	103 1/2
Loan of March 3, 1864.....(10-40s).....registered																														144,285,300	5	Mar. & Sept.	1904	100	.. Han. & St. J. R. R. Loan extended.....																														1,500,000	5	"	1895	103 1/2	Nebraska—(\$566,369):																																		
.. coupon																														50,285,500	5	F. M. A. & N.	1881	104 1/2	Nevada—(\$960,000):																																			.. State bonds, 1877.....																														364,369	5	April & Oct.	1897	103 1/2
Consols of July 14, '70 & Jan. 20, '71.....registered																														235,060,300	5	M. J. S. & D.	1881	103 1/2	.. Funding Bonds, 1871.....																														160,000	var	Various.	'81-'82	103 1/2	.. Territorial bonds, 1877.....																														800,000	5 1/2	Mar. & Sept.	1887	103 1/2
.. coupon																														278,579,550	5	J. A. J. & O.	1907	100	New Hampshire—(\$3,519,100):																																			.. War Loan Bonds, 1864.....																														600,000	5	Mar. & Sept.	'84-'89	103 1/2
Funded Loan of 1891.....registered																														159,860,750	4 1/2	"	1907	100	.. Renewal bonds, 1873.....																														500,000	5	Jan. & July.	'70-'80	103 1/2	.. Municipal War Loan bonds, 1872.....																														2,208,100	5	"	'92-'05	113 1/2
.. coupon																														108,209,600	4 1/2	"	1907	100	New Jersey—(\$2,196,800):																																			.. War Loan (tax free) bonds, 1861.....																														700,000	5	"	'79-'84	103 1/2
Funded Loan of 1907.....registered																														45,290,400	4 1/2	"	1907	100	.. War Loan (tax free) bonds, 1863.....																														900,900	5	"	'86-'90	103 1/2	.. War Loan (taxable) bonds, 1864.....																														695,400	5	"	'97-'02	103 1/2
Debt matured and without interest.....(var.)																														12,524,630	3	"	Due.	109 1/2	New York—(\$9,986,000):																																			.. General Fund bonds, 1843.....																														800,000	5	"	1878	103 1/2
Navy Pension Fund of July 23, 1868.....(cur.)																														14,000,000	3	Jan. & July.	'96-'99	119 1/2	.. Canal Debt, 1872.....																														1,562,300	5	"	1887	113	.. Canal Debt, 1873.....																														847,500	5	"	1883	115
Pacific R. R. Bonds (registered).....(currency)																														64,623,512	5	"	"	"	.. Canal Debt, 1873.....																														4,302,600	5	"	1891	121	.. Canal Debt, 1874.....																														2,000,000	5	"	1892	121
United States Notes																														346,743,095	5	"	"	"	.. Canal Debt, 1875.....																														473,000	5	April & Oct.	1898	121	North Carolina—(\$23,419,045):																																		
Fractional Currency																														10,297,429	5	"	"	"	Ohio—(\$5,479,505):																																			.. Railroad and Improvement (old) bonds.....																														4,733,800	5	Jan. & July.	'63-'96	16 1/2
Coin certificates, act of Mar. 3, 1863.....																														32,826,003	5	"	"	"	.. Registered (sinking fund), Loan, 1864.....																														4,072,640	5	Jan. & July.	1881	104	.. Railroad and Improvement (old) bonds.....																														3,639,400	5	April & Oct.	'63-'96	16 1/2
																																			.. Registered (sinking fund), Loan, 1866.....																														2,400,000	5	"	1886	110	.. Railroad and Improvement (new) bonds.....																														2,983,000	5	Jan. & July.	'63-'96	16 1/2
State Securities, latest dates.																																			Oregon—(\$317,491):																																			.. Bounty Loan bonds, 1864.....																														26,500	7	"	1884	104
Alabama—(\$13,301,000):																																			.. Modoc War Loan bonds, 1875.....																														130,991	7	"	1880	104	.. Willamette Canal and Lock bonds, 1870.....																														160,000	7	"	1880	104
.. Substitution (A) bonds; 1876.....																														7,000,000	2	Jan. & July.	1906	100	Pennsylvania—(\$22,644,450):																																			.. Inclined Plane Loan, 1849, gold.....																														400,000	5	"	1879	104
.. Substitution (B) bonds; 1876.....																														590,000	5	"	1906	100	.. Coup. & Reg. Loan bonds, 1852, gold.....																														395,000	5	"	1882	104	.. Coup. & Reg. Loan bonds, 1852, gold.....																														275,000	5	Feb. & Aug.	1878	104
.. Substitution (C) bonds; 1876.....																														1,000,000	2	"	1902	100	.. Coupon Loan, 1852, gold.....																														87,000	4 1/2	Jan. & July.	1882	104	.. Stock Loan, Feb. 2, '67, cou. & reg. Ser. 2.....																														3,925,250	5	Feb. & Aug.	'77-'82	104
.. Funded obligations, 1874.....																														1,000,000	8	"	1884	100	.. Stock Loan, Feb. 2, '67, cou. & reg. Ser. 3.....																														9,618,850	5	"	'82-'92	110	.. Stock Loan, Feb. 2, 1867, registered.....																														725,950	5	"	'82-'92	110
.. Railroad obligations (not provided for).																														3,701,000	5	"	'86-'93	50	.. Agricultural College Land Scrip, 1872.....																														600,000	5	April & Oct.	1902	111 1/2	.. Registered bonds (15-25s), 1877, tax free																														8,900,000	5	Feb. & Aug.	1902	111 1/2
Arkansas—(\$10,369,300):																																			Ithaca Island—(\$2,544,000):																																			.. War Loan bonds, 1862 & 1863.....																														1,175,000	5	Various.	'82-'83	103
.. Funding bonds, 1869.....																														2,965,000	5	Jan. & July.	1899	21 1/2	.. War Loan bonds, 1863 and 1864.....																														1,369,000	5	Various.	'86-'94	103	South Carolina—(\$12,904,420):																																		
.. State bonds, 1874.....																														270,300	10	"	1884	100	Texas—(\$4,933,974):																																			.. Frontier Defense, 1871, (20-40s), gold.....																														697,000	7	Mar. & Sept.	1911	103
.. State bonds, 1875.....																														1,006,000	5	"	1905	100	.. Deficiency (gold) bonds, 1872.....																														500,000	7	Jan. & July.	1892	103	.. Bonds for floating debt, 1874, (gold).....																														1,000,000	7	"	1904	103
.. Railroad Aid bonds, 1868.....																														5,350,000	7	April & Oct.	1904	4	.. Pension Bonds, 1874, (5-20s).....																														1,158,974	10	"	1894	103	.. Funding Bonds, 1872.....																														75,000	5	"	1891	103
California—(\$3,411,000):																																			.. Redemption bonds, 1876, gold.....																														1,564,000	5	"	1906	103	Vermont—(\$171,000):																																		
.. Soldiers' Relief bonds, 1863, gold.....																														95,500	7	Jan. & July.	1883	100	Virginia—(\$61,935,294):																																			.. Sterling bonds, 1851.....																														2,331,250	5	Jan. & July.	1886	103
.. State Capitol bonds, 1870 & 1872, gold.....																														500,000	7	"	1885	100	.. Old bonds (funds fundable), 1861 to '66.....																														6,401,285	5	"	'86-'96	21	.. Consol. (coup. receivable for taxes) 1871.....																														20,224,515	5	"	1905	70
.. Funded debt bonds, 1873, gold.....																														2,801,000	6	"	1893	100	.. Consols, 1872 (peelers not so receivable).....																														3,337,900	5	"	1906	20	.. Deferred Certificates, (contingent).....																														15,239,370	5	"	1906	20
Connecticut—(\$5,014,500):																																			Wisconsin—(\$2,252,057):																																			.. None on market; all in trust funds.....																																		
.. War Loan bonds (10-20 yrs), 1861.....																														509,400	5	Jan. & July.	1881	100																																																																						
.. War Loan bonds (20 yrs), 1862 and '64.....																														2,195,500	5	"	'83-'84	108																																																																						
.. War Loan bonds (10-30 yrs), 1864.....																														568,500	5	April & Oct.	1894	100																																																																						
.. War Loan bonds (20 yrs), tax free, 1865.....																														1,741,100	5	"	1885	100																																																																						
Delaware—(\$1,231,000):																																																																																																								
.. State bonds to railroads, etc.....																														1,231,000	5	Jan. & July.	'78-'89	100																																																																						
District of Columbia—(\$18,123,541):																																																																																																								
.. Improvement (gold) bonds, 1872.....																														4,000,000	5	Jan. & July.	1891	100																																																																						
.. Improvement (cur.) bonds, 1873.....																														870,300	7	"	1891	100																																																																						
.. Funding bonds, 1874, (guar. by U. S.).....																														13,743,250																																																																										

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchafalpa, Top. & San. Fe :													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	185,641	198,851	248,138	265,593	297,958	225,793	204,447	2,486,589
1877.....	134,864	136,350	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,078	246,778	2,679,103
1878.....	174,598	184,885	306,000	290,500	291,500	281,000	330,000	467,000	421,000				
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,955	129,554	1,249,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897				
Central Pacific:													
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,696,000	1,597,000	1,347,000	16,676,107
1878.....	1,125,000	974,000	1,224,410	1,510,000	1,574,000	1,460,000	1,517,000	1,706,000	1,831,000				
Chicago and Alton:													
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876.....	345,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1878.....	316,711	298,966	357,297	335,999	357,365	349,505	435,256	563,728	447,125				
Chicago and Northwestern:													
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,138,119	928,748	12,176,162
1878.....	997,780	1,004,194	994,864	1,138,474	1,346,003				1,315,796				
Chicago, Burl. & Quincy:													
1877.....	876,835	871,768	898,065	960,198	917,447	957,734	829,300	1,330,248					
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207					
Chicago, Mil. & St. Paul:													
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,644	650,961	819,563	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,852	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878.....	706,000	668,000	663,000	785,000	799,000	636,000	648,000	523,000	677,000				
Clev., Col., Cin. & Ind.:													
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,595	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,368	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
Denver and Rio Grande:													
1877.....	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737				
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,650				
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	1,661,473
1876.....	142,968	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	1,927,933
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	132,148												
Illinois Central:													
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	637,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1877.....	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1878.....	592,680	500,027	542,471	523,352	594,168	536,110	589,863	660,697	615,629				
Kansas Pacific:													
1877.....	180,240	181,094	230,284	253,198	250,507	253,652	274,362	304,842	346,661				
1878.....	198,640	172,995	275,282	279,468	281,491	223,523	291,634	390,993	403,307				
Lake Shore & Mich. South'n:													
1874.....	1,569,750	1,363,355	1,491,980	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1876.....	1,097,272	1,095,529	1,193,734	1,179,998	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1877.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	1,229,503	13,505,159
Michigan Central:													
1877.....	464,052	512,472	534,213										
1878.....	543,877	510,136	578,432										
Mo., Kan. & Texas:													
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,856	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235				
Missouri Pacific:													
1877.....	265,903	265,339	330,120	332,169									
1878.....	294,811	279,866	362,772	334,535									
Philadelphia and Reading:													
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	938,030	11,240,831
1876.....	619,631	553,201	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	831,991	1,160,898	1,151,795	1,027,314	917,328	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113				
St. Louis, I. Mt. & South'n:													
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	354,914	437,901	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	512,300	452,946	522,100	4,496,217
1878.....	399,400	341,900	349,900	287,200	270,329	253,600	290,200	359,100	416,800				
St. Louis, Kans. C. & North'n:													
1875.....	219,506	192,946	245,495	217,246	191,903	175,789	151,813	248,655	243,695	260,363	235,176	268,246	2,643,833
1876.....	246,099	282,879	271,230	236,027	236,063	229,338	218,479	255,835	232,990	328,724	282,511	264,059	3,143,866
1877.....	240,316	232,761	277,943	264,020	227,178	171,856	193,928	302,026	321,180	349,566	313,176	292,853	3,147,274
1878.....	264,289	234,661	299,825	248,522	258,133	205,733	237,829	309,103	321,362				
Toledo, Peoria and Warsaw:													
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,894	127,167	123,920	116,762	1,411,722
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	98,065	1,120,458
1877.....	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	116,591	115,167	92,086		

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7	Jan. & July.	Charleston.	1893	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	118
Receiver's Bonds.....	1,200,000	7	.....	"	.....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1896	109
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	85
Alabama Central:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	92
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	252,000	7	"	"	1890	95
Albany and Susquehanna:							Equipment Mortgage.....	670,000	8	Apr. and Oct.	"	1891	90
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	108	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	95	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
3d Mortgage.....	353,000	7	May & Nov.	"	1881	....	1,224,000	7	Apr. and Oct.	Boston.	1893	104	
Albany Loan.....	933,900	6	"	"	1895	....	Consol. Mortgage for \$2,000,000.	357,200	6	"	"	1898	....
Cohoes, M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	....	Sooton, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Bordell).....	15,000,000	7	Jan. and July.	New York.	1900	28
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	30
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1896	107	Mass. L. (acc'd by \$4,000,000 Ber.)	3,600,000	7	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	89	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	23	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	23	Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	118
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1893	113
1st Mort., guar. by C., B. & Q.	384,000	7	Jan. & July.	New York.	1878	100	Bonds of 1876.....	425,000	6	Jan. and July.	"	1896	106
Androscooggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (comp. and reg.) ..	3,200,500	7	Jan. and July.	Boston.	'91-'94	116
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	102
Ashabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1901	....	Bonds to purchase P. W. & B. R. R.	500,000	7	Jan. and July.	Boston.	1893	113
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6	Apr. and Oct.	New York.	1904	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	21	2d Mort. sinking fund gold.....	2,350,000	7	"	"	1898	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7	Jan. & July.	New York.	1899	108	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold).....	3,368,000	7	April & Oct.	Boston.	1900	106	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1896	....
Pottawotomie Land Grant.....	439,000	7	May & Nov.	N. Y. or Bos.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold).....	3,385,000	7	April & Oct.	"	1903	103	Mort. bonds (acc'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	480,500	12	Jan. & July.	Boston.	....	....	Mort. bonds (" ")	300,000	7	March & Sept.	"	1896	....
Atlanta and Richmond Air Line:							Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	"	1898	110
1st Mortgage (guar. by Georgia).	4,248,600	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	108
3d Mortgage (gold) Income.....	28,783,000	7	May & Nov.	"	1902	....	Buffalo, New York & Phila:						
Atlantic and Gulf:							1st Mortgage.....	2,206,000	6	Jan. & July.	New York.	1896	93
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	68	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	72
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis) ..	150,000	7	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000 ..	.....	7	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.):							Land and R. R. Mortgage.....	4,683,250	7	April & Oct.	N. Y. & Bos.	1893	112
1st Mortgage for \$15,000,000.....	5,470,000	7	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	268,400	8	April & Oct.	N. Y. & Bos.	1879	106
2d Mort. to State (no int. till '80).	4,000,000	.....	.....	"	.....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	108
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6	May & Nov.	"	1891	....	1st Mortgage convertible.....	6,627,000	8	Jan. & July.	N. Y. & Bos.	1894	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6	Jan. & July.	"	1888	61	Bonds convertible until 1892 ..	600,000	8	"	Boston.	1883	....
1st Mort. (Central Div.) gold.....	1,190,000	6	May & Nov.	"	1891	....	Consolidated Mortgage.....	.....	.....	.....	Boston.	....	....
1st Mort. (Central Div.) L. G.	794,000	6	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	13
Income Bonds (for funding).....	529,600	6	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7	Jan. & July.	New York.	1891	....
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Sterling bonds (not Mort.) of 1853.	484,000	6	May & Nov.	London.	1878	....	Cairo and Vincennes:						
2d Mortgage (sterling) of 1884.....	1,800,000	6	April & Oct.	"	1884	....	1st Mortgage, gold.....	3,500,000	7	April & Oct.	N. Y. & Lond.	1900	....
3d Mortgage (sterling) of 1871.....	713,000	6	May & Nov.	"	1891	....	2d Mortgage.....	1,500,000	7	Jan. & July.	"	1898	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1899	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Extension, or 2d Mortgage ..	3,500,000	7	"	"	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	2d Income, or double track b'ds	1,800,000	6	Jan. & July.	.....	1891	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	102	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1855-'85.....	1,710,000	6	April & Oct.	"	1885	105	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	102
Loan of 1855-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1870-'95 (etc.) skg fund.	3,273,956	6	March & Sept.	London.	1895	....	Sterling Loan, S. F. (\$22,000).	1,286,080	6	Feb. & Aug.	London.	1889	....
Loan of 1872-1902 (etc.) S. F.	9,029,852	6	"	"	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (etc.) S. F.	9,464,500	6	May & Nov.	"	1910	....	1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1890	116
Baltimore and Potomac:							2d Mortgage.....	500,000	7	April & Oct.	"	1879	102
1st Mort. (Tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	Camden and Burlington County:						
1st Mortgage (R. R.) gold guar.....	3,000,000	6	April & Oct.	"	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	100
Bangor and Piscataquis:							Canada Southern:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mort. (skg fdg'd for \$9,000,000	9,000,000	7	Jan. & July.	New York.	1906	....
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	18								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	106	2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan. & July.	Boston.	1890	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	101	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	107	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular).	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	"	"	1900	....
2d Mortgage Government's aid.	1,000,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular).....	540,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush., N.C. & C.)							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	100
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	....	Chicago, Milwaukee and St. Paul:						
1st Mort. (New York) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	113	1st Mort. (La Crosse Division).	6,600,000	7	Jan. & July.	New York.	1893	108
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	103
Loan of Lehigh & Nav. Co. (guar'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer).	....	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	88	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	100
Central Ohio (B. and O.)							1st Mort. (Minnesota Central).	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	99	1st Mort. (St. Paul Division).	4,000,000	7	"	"	1902	103
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	640,000	7	"	"	1899	98
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	1895	106	1st Mort. (Prairie du Chien Div.)	3,074,000	8	Feb. & Aug.	"	1898	119
Convertible 20 years bonds, gold	1,483,000	7	"	"	1883	104	2d Mort. (")	1,315,000	7.3	"	"	1898	105
State Aid B'ds (Inch. State) gold	1,500,000	7	"	Sacramento.	1884	105	1st Mort. (East. and Dak. Div.)	213,000	7	Jan. & July.	"	1902	100
2d Mort. (Government's Subsidy).	27,855,880	6	"	U.S. Treasury.	1896	100	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	1899	102	2d Mortgage.....	600,000	7	April & Oct.	"	1884	100
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	1889	92	Equipment and Bridge Bonds...	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr. Okla. & Ala.)...	500,000	8	"	"	1890	....	Consol. Mort. for \$35,000,000....	5,861,000	7	Jan. & July.	"	1905	96
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	"	1900	88	Chicago and Northwestern:						
Land bonds (Can. Pac. Co.) gold	9,275,000	6	"	"	1900	96	Preferred sinking fund (193 m.).	1,214,100	7	Feb. & Aug.	New York.	1885	108
Central Vermont:							General 1st Mortgage (193 m.) ..	3,477,800	7	"	"	1885	107
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	124	Funded coupons (193 m.).....	708,600	7	May & Nov.	"	1883	106
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	24	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	"	1885	108
1st Mort. (Stam. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28	Green Bay Ext. (26m & 76,000 a.)	235,000	7	"	"	1885	109
Income and Extension Bonds...	1,008,600	8	May & Nov.	"	1902	25	1st Mort. (Gal. & Chi. U.) 248 m.	1,690,000	7	"	"	1882	....
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1889	26	Elgin and State Line.....	114,500	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	26	Mississippi River Bridge	168,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	26	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	"	1898	110
Missisquoi R.R. (")	500,000	7	"	"	1891	....	Consol. akg fund (C. & N.W.R'y)	4,693,000	7	F. M. A. & N.	"	1915	111
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds	12,343,000	7	June & Dec.	"	1902	102
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	"	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	249,000	7	"	"	1888	....
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	71	Chicago and Paducah (C. B. & Q.)						
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	1st Mortgage \$28,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.	1903	....
Charters:							Chl., Pekin & Southw. (C.B. & Q.)						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage akg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	Branch Bonds Sinking Fund...	916,000	6	Feb. & Aug.	"	1895	109
Cherry Valley, Sharon and Alb.:							New Mort. bonds for \$12,500,000	8,320,000	6	Jan. & July.	"	1917	109
1st Mort., con. guar. by A. & S. Co.	300,900	7	June & Dec.	New York.	1899	....	Chl. & Southw. (C.R.I. & Pac.)						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st M. (gold) akg. fd. for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	27	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. Extension (con. or reg)	5,428,900	7	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	Chillicothe and Brunswick:						
Income (") coupon.....	300,000	6	"	"	1876	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Cincinnati, and Baltimore:						
Chester:							1st Mort., guar. by B. & O. & M. & O.	500,000	7	Jan. & July.	Baltimore.	1900	85
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	1877-98	100	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.)							1st Mortgage of 1863.....	1,243,000	7	May & Nov.	New York.	1880	101
1st Mort., guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1865.....	498,000	7	Jan. & July.	"	1885	....
Chester and Tamaroa:							Consol. S. F. M. for \$3,000,000.	998,000	7	April & Oct.	"	1905	....
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C.H. & D.)						
Chicago and Alton:							1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	114	Cincinnati, Lafayette and Chi.						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	104	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 atg. each).	4,379,850	6	Jan. & July.	London.	1903	99	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
1st Mort. (St. L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	104	Cincinnati and Martinsville:						
2d Mort. (") assumed	188,000	7	Jan. & July.	"	1898	....	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)	1,851,000	7	Feb. & Aug.	"	1900	....	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage akg fund.....	2,570,000	8	Jan. & July.	New York.	1883	111	Cincinnati, Richmond & Chicago:						
Trust Mortgage, akg fund conv.	150,000	8	"	"	1883	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage (Burl. to Peoria)	453,000	7	April & Oct.	"	1890	....	2d Mortgage.....	65,000	7	"	"	1889	....
Loan of 1872.....	1,918,476	7	Jan. & July.	Boston.	1896	123	Cinc. Rich. & Ft. Wayne (G.R. & I.)						

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	\$ 600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,380,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	6	"	"	1892	106 1/2	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	113	1st Mortgage for \$22,000 p.m....	1,061,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							2d Mortgage.....	600,000	7	May and Nov.	"	1884	....
Regist'd b'ds (ass'd by LS&MS):	1,000,000	7	Jan. & July.	New York.	1880	103 1/2	Detroit, Hillsdale and Indiana:						
3d Mortgage ("")	1,000,000	7	April & Oct.	"	1892	111 1/2	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort. a.f. (ass'd by LS&MS):	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	Detroit, Lansing and Northern:						
2d Mortgage ("")	849,000	7	April & Oct.	"	1886	108 1/2	1st Mortgage.....	1,997,000	7	Jan. & July.	Boston.	1901	101 1/2
Celebrookdale:							1st Mort. (Lonia and Lansing)...	770,000	8	"	New York.	1889	....
1st Mort. guar. by Ph. and Bdg.	584,700	6	June & Dec.	Philadelphia.	1898	40	2d Mort. ("")	81,000	8	May & Nov.	"	1890	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8 1/2	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage ("")	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	49	1st Funded Coup. (D. & M.R.)...	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.....	8,582,400	7	Feb. & Aug.	"	1909	13	2d Funded Coup. ("")	375,784	7	May & Nov.	"	1875	....
Income convertible.....	3,893,000	7	"	"	1890	....	1st Mort. (Detr. & Pontiac R.R.)...	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-95	....	2d Mort. ("")	100,000	7	Jan. & July.	"	1878	....
2d Mort. ("")	344,400	7	Jan. & July.	"	1890	....	3d Mort. ("")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
1st M., a.f. ("")	39,650	7	May & Nov.	"	1896	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.Sh. & M.S.):						
2d Mort. ("")	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1906	108 1/2
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mort., guar. by C., B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income ("")	74,024	7	"	"	1895	....	1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1883	106
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage 2d division.....	686,000	7	"	"	1894	109
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab.						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1906	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	....	1890	....
New Mortgage for \$1,500,000.....	1,263,500	7	April & Oct.	Boston.	1893	103	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	"	1891	100 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Bdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104 1/2
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	100
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	1887-87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	20	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1886	....
1st Mort. ABCD & \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,234.	105	Company Bonds ("new")	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	91 1/2
Cowanesque Valley:							Loan of 1867.....	....	7	"	"	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	....	6	"	"	1887-89	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1869.....	....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	....	7	"	"	1882	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	....	7	"	"	1882-84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indeb. Sept. 1, 1870..	12,673,000	5 1/2	"	Boston.	1906	70
2d Mortgage.....	106,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,800	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	106
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1882	68
2d Mortgage.....	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,488,000	7	May & Nov.	New York.	1897	118
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	103
Davenport and St. Paul:							3d Mortgage.....	4,862,000	7	"	"	1883	106 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,987,000	7	April & Oct.	"	1890	102
Dayton and Michigan (C.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	100
1st Mortgage sinking fund guar.	1,844,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage.....	182,900	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	428,000	7	March & Sept.	"	1884	....	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1878	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	"	NY & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-84	....	2a Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1908	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	262,445	6	"	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1888	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage ("")	495,000	6 1/2	Jan. & July.	"	1906	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 56 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	190								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	105
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	102
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	30
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	...
1st Mort. (Cent. R. & Extens.)...	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, £500,000....	2,500,000	6*	"	London.	1895	...
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,504,000	6*	"	"	1903	...
1st Mort. (Whitestone & W.)...	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, £200,000.....	1,000,000	5*	June & Dec.	"	1905	...
1st Mort. (N. Y. & Flushing.)...	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnstone & Gloverville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	111
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	42	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	24
2d Mortgage.....	500,000	8	"	"	1895	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	...
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	2
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	90	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	89	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fremont, Wilkorn & Mo. (S. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	31	International and Gt. Northern:						
Galena & Chic. Union (C. & N. W.):							1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	62
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	104	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	...
Galv., Harrisburg & San Antonio.							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	60
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	20
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	80	1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'83	...
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	86
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1858.	1,600,000	7	April & Oct.	"	1888	...
Hilman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	492,000	7	June & Dec.	"	1892	...
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	'77-'82	...
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	63
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	...
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	...
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	90	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	...
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	85	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	105
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	101	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	100
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	102
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	...	Ironton (Penn.):						
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds £2,327,508	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds £1,168,910	5,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	107
Provincial Debenture's £3,111,500	15,567,500	...	"	"	"	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	99
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	...	1st Mort. (Northern Ext.) guar.	687,000	8	May & Nov.	"	1890	...
Mortgage Bonds £547,000.....	2,735,000	5	April & Oct.	"	'77-'78	...	Consolidated Mortgage (236 m.)	2,001,000	8	March & Sept.	"	1891	91
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds £1,743,160....	8,716,800	5	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1869:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	101	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	71	2d Mortgage.....	3,000,000	8	"	"	1899	....
Green Bay and Minnesota:							Jamestown & Frank. (L.S. & M. So.):						
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	...
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	...
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	'81-'86	...	Jefferson (Erie):						
1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	...	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	83
Greenwich and Johnsonville:							2d Mort. (")	84,000	7	"	"	1889	...
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1899	....
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,388,000	7*	Jan. & July.	"	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	...
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	...
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,700	7	May & Nov.	New York.	1890	86	1st Mortgage (Ridgely Park)...	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	76	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	106
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'87-'94	103	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	...	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	105
Fifteen years' bonds (277 m.)...	4,000,000	8	March & Sept.	"	1885	90	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	103
1st Mort. (Q. & Palm R.R. 15 m.)	800,500	8	Feb. & Aug.	"	1892	...	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,300	10	Jan. & July.	"	1886	...	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	...
General Land Mortgage (277 m.)	...	7	April & Oct.	"	1888	...	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	8*	Feb. & Aug.	N. Y. & St. Lo.	1895	104 1/2	Bonds to State of Kentucky.....	74,519	8	Jan. & July.	New York.	Perp.	.....
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	101 1/2	1st Mortgage for Cincinnati Br.	2,000,000	7	"	"	1897	.....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	74	2d Mortgage for \$1,000,000.....	378,000	8	April & Oct.	"	1900	.....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	1897	71-76	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	.....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	67	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	1873-78	.....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	181	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	.....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	40	1st Mortgage (Shelby R. R.)....	85,500	8	June & Dec.	"	1881	.....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	1895-97	.....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	.....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	90
Keat County (Del.)							Mort. main office lot & building.	80,000	7	"	Louisville.	1883	.....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	.....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	1880-86	.....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	.....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	.....	1st Mort. (Mump. & Clarksv. Br.)	2,349,710	6*	Feb. & Aug.	"	1902	.....
3d Mortgage.....	237,000	7	June & Dec.	"	1886	.....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	104 1/2
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	1880-87	.....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	.....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1890	.....
Funded Interest.....	254,300	8	"	"	1884	.....	Louisv. Loan (Leb. Br. Exten.)	833,000	6	April & Oct.	Louisville.	1892	99
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	101 1/2	1st Mortgage gold, \$25,000 p. m..	2,575,000	7*	Jan. & July.	New York.	1892	.....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	.....	1st Mortgage end. by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	.....
La. Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed.....	100,000	7	"	"	1887	.....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	.....
La. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	.....
Lake Erie and Louisville:							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	.....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	.....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	.....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	.....	Equipment Mortgage.....	160,000	7	"	"	1879	.....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	.....	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	.....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	888,000	7	April & Oct.	New York.	1879	.....	Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	89 1/2
Consol. Mort., S.F., Reg'd P'd..	7,925,000	7	J. A. J. & O.	"	1900	111 1/2	\$1,100,000 Loan, tax free.....	759,980	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupou..	3,204,000	7	Jan. & July.	"	1900	113 1/2	Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	.....
2d Consol. Mort. for \$25,000,000.	9,204,000	7	June & Dec.	"	1903	105	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	.....
Bonds of 1892 (Reg. & Coupon)	3,204,000	7	April & Oct.	"	1882	.....	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	1900-91	93
Lake Shore Dividend Bonds....	1,393,000	7	"	"	1899	110	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	.....
Reg. Mort. (Clev., Paim. & Ash.)	1,000,000	7	Jan. & July.	"	1880	.....	Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1896	93 1/2
2d Mort. (") " " " " " "	1,000,000	7	April & Oct.	"	1892	.....	2d Mort. (Bromet & Kennebec)	280,000	6	June & Dec.	"	1876	.....
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1886	.....	1st Mort. (Leeds & Farmington)	433,000	6	Jan. & July.	"	1901	.....
2d Mort. (") " " " " " "	"	7	"	"	1877	.....	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	.....
1st Mort. (Cleveland & Toledo)	1,695,000	7	Jan. & July.	"	1884	.....	Manfield & Framing. (R.C. & F.):						
2d Mort. (") " " " " " "	849,000	7	April & Oct.	"	1886	.....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1899	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	.....	Marietta and Cincinnati:						
Mort. Bonds (") " " " " "	300,000	7	March & Sept.	"	1886	.....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	.....
Mort. Bonds (") " " " " "	2,544,800	7	April & Oct.	"	1898	.....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	83
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	.....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1895	23
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	.....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	12
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	.....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1906	.....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	.....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	.....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	.....	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	422,000	7	"	"	var	.....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	.....
2d M. (") " " " " " "	500,000	7	June & Dec.	"	1894	.....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	99 1/2
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	.....	1st Mort. (Houghton and Ont.)...	2,000,000	8	Jan. & July.	"	1892	.....
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	1892	.....	Consolidated Mortgage.....	1,454,000	8-10	Various	"	192-03	.....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	.....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	.....	1st Mortgage.....	350,000	6	May & Nov.	Boston.	1885	.....
Income Bonds.....	3,200,000	10	"	"	1902	.....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	.....
Lawrence (P. Ft. W. & Chl.):							Massillon & Cleve. (C.M. V. & D.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	.....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	.....
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	.....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	.....
Leaven, Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	25	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	.....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	.....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	.....	Tennessee State Loan.....	1,814,142	6	"	"	.....	.....
Lohigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	1873-76	.....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	.....	Memphis and Little Rock:						
Lough Valley:							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	.....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	111 1/2	2d Mortgage.....	1,000,000	8	"	"	.....	.....
1st Mortgage (") reg.....	"	6	"	"	1898	112	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$5,000,000.....	6,000,000	7	March & Sept.	"	1910	116	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	90
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	101	Michigan Central:						
General Mort., registered.....	"	6*	"	"	1922	99 1/2	1st Mortgage, convertible.....	555,000	8	April & Oct.	Boston.	1882	.....
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	111 1/2
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	.....	Consol. Mortgage for \$10,000,000	5,000,000	7	May & Nov.	New York.	1902	114
													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B., C.R. & N.Y.)	\$ 150,000	7	Jan. & July.	New York.	1911	75	N.O. Jack & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1898	....
1st Mortgage gold, guaranteed..	150,000	7	Jan. & July.	New York.	1911	75	2d Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							New Orleans, Mobile and Texas:						
1st Mort. gold, skg fd & tax free	20,000pm	7	Jan. & July.	Detroit.	1890	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7	Jan. & July.	N. Y. & Lond.	1915	....
Mississippi Cent. (N.O. St. L. & Chi.)							2d Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	1896	....	3d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
2d Mortgage.....	2,000,000	7	Feb. & Aug.	"	1896	....	New York, Boston and Montreal:						
General Mort. for \$8,000,000 gold	8,708,500	7	May & Nov.	"	1912	....	1st Mortgage for \$12,250,000.....	6,250,000	7	Feb. & Aug.	N.Y. or Lond.	1889	....
Mississippi, Ouachita & Red Riv.							New York & Canada (D. & H.C.):						
1st Mortgage gold.....	2,040,000	7	Jan. & July.	.....	1900	....	1st Mort. for \$200,000, guar.....	4,000,000	6	May & Nov.	London.	1904	....
Mississippi and Tennessee:							New York Central & Hudson R.						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	100
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	.....	1902	....	Bonds for R. & N.F. stk (")	74,500	6	May & Nov.	"	1883	....
Mississippi Valley and Western:							Bonds for R.R. Stocks (")	592,000	6	"	"	1883	104
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate (")	162,000	6	"	"	1883	104
Missouri, Iowa and Nebraska:							Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	"	1887	107
1st Mortgage gold, sinking fund.	2,000,000	7	June & Dec.	.....	1910	....	2d Mort. (Hudson River) B. F.	1,794,000	7	"	"	1886	111
Missouri, Kansas and Texas:							Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	2,615,000	6	Jan. & July.	New York.	1899	....	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	119
1st Mort. (Teb. & Neesho) S.F.	349,000	7	June & Dec.	"	1908	....	1st Mort., reg. }	9,733,333	6	"	London.	1903	....
Consol. Land Grant, skg fd gold	16,418,000	7	Feb. & Aug.	"	1904	42	New York and Harlem:						
First Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Second Add. Consol. Mort.....	1,182,000	7	"	"	1905	104	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	121
Third Additional Consol. Mort.....	800,000	7	"	"	1905	....	Consol. Mort. of 1872, reg. }	10,500,000	7	"	"	1900	120
Missouri River, Ft. Scott & Gulf:							New York Elevated:						
1st Mortgage.....	5,000,000	10	Jan. & July.	New York.	1889	76	1st Mortgage.....	7,000,000	7	Jan. & July.	New York.	1900	88
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	15	N. York, Housatonic & Northern:						
Mobile and Girard.							1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1902	....
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	New York, Kingston & Syracuse:						
2d Mort. end. by Cent. R.R. of Ga.	800,000	8	"	New York.	1889	....	1st Mort. for \$4,000,000.....	2,500,000	7	Jan. & July.	New York.	1902	....
Plain bonds.....	38,500	8	"	Savannah.	1887	....	New York, N. Haven & Hartford:						
foble and Montgomery:							1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
1st Mort. end. by State of Ala.	2,424,000	8	May & Nov.	New York.	1900	....	New York and New England:						
2d Mortgage.....	800,000	8	"	"	1900	....	1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
foble and Ohio:							1st mortgage, new.....	243,000	7	Jan. & July.	"	1905	....
1st Mortgage Sterling.....	5,688,000	6	May & Nov.	Mob. & Lond.	1883	....	New York and Oswego Midland:						
Interest bonds.....	1,524,300	8	"	Mobile.	76-83	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1894	....
Sterling Interest bonds.....	769,920	8	"	London.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Tennessee Substitution Bonds:							2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	1,688,000	7	Jan. & July.	N.Y. & Lond.	1901	....	3d Mort., Equipment.....	8,800,000	7	"	"	....	....
2d Mortgage.....	53,000	8	May & Nov.	Mobile.	1877	....	1st Mort., (West. Extension).....	2,425,000	7	"	"	....	....
Consol. Mort. for \$15,000,000.....	1,453,858	7	Jan. & July.	N.Y. & Lond.	1904	....	Consolidated Mortgage.....	1,200,000	7	"	"	....	....
Convertible 1 per cent. bonds.....	977,550	8	M. J. B. & D.	New York.	....	....	New York, Providence & Boston:						
Montclair (N. Y. and O. Mid.):							1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage gold, guar.....	1,800,000	7	March & Sept.	New York.	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	78-81	....
2d Mortgage.....	750,000	7	"	"	....	....	General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	115
Income Mortgage.....	888,400	7	"	"	....	....	Norfolk & Petersburg (A.M. & O.):						
Montgomery and Erie (Erie):							1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	88
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	1st Mortgage.....	157,000	7	"	"	1877	81
2d ".....	47,000	7	April & Oct.	"	1887	....	2d Mortgage.....	454,000	8	"	Norfolk.	1893	86
Montgomery and Eufaula:							North Carolina:						
1st Mortgage end. by Ala. gold.	1,040,000	8	March & Sept.	New York.	1886	....	1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	North Eastern (S. Car.):						
Monticello and Port Jervis:							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free.....	500,000	7	J. A. J. & O.	New York.	1890	....	2d Mortgage.....	232,600	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K.C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	120	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	105
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	107	North Pennsylvania:						
Convertible bonds.....	354,600	7	Jan. & July.	"	1900	85	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	86	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	112
Gen'l M. (1st on Boston Br.)	4,991,000	7	April & Oct.	"	1901	99	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	109
Special Mortgage.....	1,025,000	7	"	"	1915	90	North Shore (Flush., N.S. & Cent.):						
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	90	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Nashville, Chattanooga & St. Louis:							Northern Central:						
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	74-78	....	1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mort. (Held by U. S. Gov.).....	1,000,000	4	"	"	81-91	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	106
New Mortgage.....	4,700,000	4	"	"	1912	100	3d Mortgage Coupon.....	1,125,000	6	April & Oct.	Phila. & B. R.	1900	101
Nashville and Decatur (Nash.):							Mortgage coupon.....	2,599,000	6	Jan. & July.	Baltimore.	1900	63
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	99	Mortgage registered.....	205,000	6	April & Oct.	"	1900	....
2d Mortgage gold.....	200,000	6	April & Oct.	Nashville.	1887	....	Consol. General Mort. S. F.....	4,518,000	6	Jan. & July.	Lond. & Balt.	1904	....
Nashua and Lowell:							Second General Mort. coupon.....	3,000,000	5	"	Baltimore.	1920	....
Bonds for freight depot.....	200,000	6	Feb. & Aug.	Boston.	1892	104	Second General Mort. coupon.....	1,900,000	6	"	"	1920	....
Newark & New York (C. of N.J.):							Northern New Jersey (Erie):						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey O.	1878	....
Newark, Somerset & Stratsville:							Northern Pacific:						
1st Mortgage gold.....	800,000	7	May & Nov.	New York.	1889	98	1st Mort. on R.R. & lands gold..	4,000,000	7.3	Jan. & July.	New York.	1900	25
New Bedford:							Northwestern Virginia:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	2d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	100
New Issue for \$300,000.....	400,000	7	"	"	1894	105	Northwestern Union (C. & N.W.):						
New Haven and Derby:							1st Mortgage.....	3,500,000	7	March & Sept.	New York.	1917	....
1st Mortgage.....	525,000	7	Various.	New Haven.	98-100	....	Norwich & Worcester (B.H. & K.):						
New H. Middle'n & Willman:							1st Mort. Mass. Loan, skg. fd.....	400,000	6	Jan. & July.	Boston.	1877	....
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
2d Mortgage.....	2,000,000	7	"	"	1881	....	Nyack and Northern:						
New Haven and Northampton:							1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	1,900,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Ogdensburg and Lake Champlain:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	90-92	....	Equipment Mortgage.....	3					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1898	75	Mortgage Loan, convertible....	202,000	6	Jan. & July.	Phila. & Bost.	1884	108 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	103
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	106 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	108
1st Mortgage.....			F. M. A. & N.		1895	....	Pickering Valley (Phila. & Rdg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,500	7	April & Oct.	Philadelphia.	1900	58
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	113	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	95
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	91
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	375,000	7	Jan. & July.	New York.	1912	122
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	375,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	375,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	375,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	375,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	301,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	375,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	380,000	7	Jan. & July.	" "	1912	116 1/2
1st Mortgage guar. by C., B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	112 1/2	2d Mortgage (Series H).....	380,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	380,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	380,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series L).....	380,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	103 1/2	2d Mortgage (Series M).....	380,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,450,000	7	Jan. & July.	" "	1891	93 1/2	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1912	115
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1884	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)....	4,000,000	7	Jan. & July.	Baltimore.	1896	94
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stig \$297,800.	2,905,308	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1893	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Krie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Ind. & Decatur (TW & W):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N. H.):						
Pemberton & Hights (UC of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1880	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	" "	" "	1900	....	Portland and Oxford Central:						
2d Mortgage.....	540,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb.):	4,970,000	6	Jan. & July.	Philadelphia.	1880	105	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	10,999,700	6	J. A. J. & O.	Philadelphia.	1910	108 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....	29,250,000	6 1/2	Jan. & July.	London.	1905	97	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	4,572,110	6 1/2	April & Oct.	Philadelphia.	77-90	....	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd							1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by G. R. R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort. guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	75 1/2
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	115	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	....
Peoria & Bureau Val (C. R. I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1892	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	100 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	75
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free..	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	111 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	75	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1892	95
Petersburg:							2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	79-98	84 1/2	Rensselaer and Saratoga:						
2d Mortgage.....	500,000	8	" "	" "	1902	....	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	....
Philadelphia and Atl. City:							3d Mortgage.....	150,000	7	" "	" "	1887	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Saratoga & Whitehall)....	400,000	7	March & Sept.	New York.	1886	....
Philadelphia and Baltimore Cent:							1st Mort. (Troy, Salem & Rutl.)...	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Penn. Div. 3d m.)...	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Md. Div. 91 m.)...	300,000	6	" "	" "	1891	....	Consol. Mort. for \$2,000,000.....	1,788,500	7	May and Nov.	" "	1921	116 1/2
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	" "	" "	1900	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	" "	" "	....	....
Philadelphia and Erie (Penna.):							Richmond and Danville:						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	108	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	103	Virginia State guar. bonds.....	187,800	6	" "	" "	1875	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	103	1st Mort. (Piedmont Branch)....	500,000	8	" "	" "	1888	....
General Mort. for \$20,000,000.....	7,652,000	6 1/2	" "	Phil. or Lond.	1920	1st Mort. (Northwestern, N. C.)...	500,000	6 1/2	April & Oct.	N.		

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$ 246,000	8	May & Nov.	Saginaw.	1892	....	South Carolina:	\$					
1st Mortgage.....							1st Mortgage Sterling.....	1,482,687	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring):	96,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. (")	17,500	6	" " "	"	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island):	116,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	" " "	" " "	1900	....	2d Mort. " " "	200,000	7	" " "	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama:						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	108	1st Mort., endor. by Ala. gold....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	66	Sterling Mort., guar. by L. & N.	2,103,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" " "	"	1884	80	1st Mortgage gold, assumed....	7,191,500	6*	Jan. & July.	New York.	1888	85
Equipment Mortgage.....	200,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	102
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	105	South Side, Va. (A., M. and O.):						
2d Mort. (")	6,000,000	7*	May & Nov.	"	1897	65	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	102
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	80
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" " "	"	1897	....	3d preferred bonds.....	452,300	6	" " "	"	'84-'90	65
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,920,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	998,000	7	March & Sept.	"	1895	84	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	90
St. Louis, Lawrence and Denver:							2d Mort., S. S. Fund.....	1,500,000	7	May & Nov.	"	1900	20
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	"	1896	....	Southern (Cal.) Pacific:						
1st M. (Evans, H. & N. & N. & N.)	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	94
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	" " "	"	1889	....
2d Mortgage, (A.) guaranteed....	1,800,000	7	May & Nov.	"	1898	....	South Western (Cen. of Ga.):						
3d Mortgage (B.) convertible....	1,000,000	7	" " "	"	1893	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscookee) conv..	300,000	7	" " "	"	'72-'76	....
2d Mortgage A for \$500,000....	319,840	6*	May & Nov.	New York.	1906	....	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000..	4,959,142	2*	" " "	"	1906	22	1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed....	198,370	7	" " "	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watah) 80m.	866,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (") & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (") R. R. & Lands.	8,500,000	7*	" " "	"	....	....	2d Mortgage gold, tax free....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7*	" " "	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.):							1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
Salem (West Jersey):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
Salem and Lowell (B. & L.):							Sullivan (Central Verm.):						
1st Mortgage.....	2,301,000	7	Jan. & July.	New York.	1900	91	2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
Sand, Mansfield & Newark (B. & O.):							Sullivan and Erie:						
1st Mortgage guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Saratoga & Whitehall (R. & S.):							Summit Branch:						
1st Mortgage, guaranteed.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	95
Savannah, Albany & Gulf (A. & G.):							Sunbury and Lewiston:						
Sectional Mort.....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Savannah and Charleston:							Income Mort. gold.....	200,000	6*	" " "	"	1891	....
1st Mortgage (Sav. & Char.).....	500,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
State guaranteed (C. & S.) bonds.	606,000	7	" " "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Funded Interest bonds, guar....	111,900	7	" " "	"	....	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Savannah, Griffin & North Ala.:							1st Consol. Mortgage ..	1,750,000	7	April & Oct.	New York.	1906	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	101
Savannah and Memphis:							Syracuse and Chenango Valley:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mort. gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891	....
Schenectady & Susq. (D. & H. Can.):							Tebro and Neosho (M. K. & T.):						
1st Mortgage gold, tax free....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Schoolcraft & Three R. (L. & M.):							Terre Haute & Indianapolis:						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Seaboard and Roanoke:							Bonds of 1873 for \$1,600,000....	516,000	7	" " "	"	1894	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Texas and Pacific:						
Belma and Gulf:							1st Mortgage, 8,000 per mile....	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	90
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Consolidated Mortgage.....	7,548,000	6*	June & Dec.	"	1905	....
Belma, Marion and Memphis:							Income and Land Grant.....	7,706,225	7	July.	N. Y. & Phil.	1915	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Toledo, Can. Southern & Detroit:						
Belma, Rome and Dalton:							1st Mortgage.....	1,500,000	7*	Jan. and July.	....	1906	50
2d Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage (Eastern Div.)....	1,800,000	7	June & Dec.	New York.	1894	96
Shamokin Valley & Potomac (N.C.):							1st Mortgage (Western Div.)....	1,300,000	7	Feb. and Aug.	"	1896	95
1st Mortgage, on road and lands.	722,000	7	June & Dec.	New York.	1884	....	2d Mort. conv. (")	94,000	8	Jan. & July.	"	1886	25
1st Mortgage.....													

The Letter (e) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage s.k.g. fund, guar....	59,700	7	Jan. & July.	Troy.	1878	----	1st Mortgage, unendorsed.....	400,000	8	Jan. and July.	Baltimore.	1880	100
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	8	"	"	1880	101
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	----	3d Mort. " " " " " "	300,000	8	"	"	1880	102
2d Mortgage.....	300,000	7	April & Oct.	"	1886	----	3d Mort. endor. by Wash. Co.	300,000	8	"	"	1880	103
3d Mortgage.....	650,000	7	May and Nov.	"	1876	----	2d Mortgage preferred.....	900,000	8	"	"	1880	90
Convertible Bonds.....	645,000	7	"	"	1882	----	3d Mortgage endor. by Balt.....	875,000	8	"	"	1900	110
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	8	"	"	1900	----
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	----	Western Pacific (Gen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,785,000	6 1/2	Jan. and July.	New York.	1890	102 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	----	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	900,000	6	Apr. and Oct.	Philadelphia.	1890	27 1/2
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	----	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1890	105
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	----	----
1st Mortgage gold, tax free.....	27,361,000	6 1/2	Jan. & July.	N. Y. & Bos.	'96-'99	108 1/2	Western Union (Chl. M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	7	Apr. and Oct.	"	1887	104 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1890	----
2d Mortgage (Gov. subdly.).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	104 1/2	West Jersey:						
3d Mortgage Sinking Fund.....	14,045,000	8	March & Sept.	New York.	1894	100	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1888	90
Omaha Bridge Bonds Sterling.....	2,225,000	8 1/2	Apr. and Oct.	London.	1890	----	1st Mortgage.....	1,000,000	8	Jan. and July.	"	1890	105
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	----
1st Mortgage gold, tax free.....	1,000,000	6 1/2	May and Nov.	New York.	1896	----	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	----	98
2d Mortgage (Gov. subdly.).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	----	2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	----	100
Union Pacific, B. Br. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1890	100
1st Mortgage gold, s.k.g. fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1899	----	West Wisconsin:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	33	1st Mort. land gr., gold s.k.g. fund	3,900,000	7 1/2	Jan. and July.	N. Y. or Lond.	1897	----
United N. J. R. R. & Canal Cos.:							1st Mort. (Southern Extension)	640,000	7 1/2	"	"	1902	----
Loan of 1901 (United Compa's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	White Water Valley:						
Sterling Loan \$369,200 (U. Co's)	1,348,000	6 1/2	"	London.	1894	----	1st Mortgage.....	1,021,840	6	Feb. and Aug.	Glennfath.	1890	19
Sterling Loan \$360,000 (")	1,800,000	6 1/2	"	"	1894	----	Wico Mico and Peconoke:						
Loan of 1894 Bk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	----	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1880	----
Loan of 1888 (United Compa's)	164,000	7	Feb. and Aug.	after demand.	1888	98	Williamston and Tarboro':						
3rd to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	"	1888	104 1/2	1st Mortgage.....	250,000	8	May and Nov.	New York.	1900	----
Sterling S.F. \$292,000 (C. & A.M.)	1,310,000	6 1/2	Feb. and Aug.	London.	1880	----	Wilmington, Colum. & Augusta:						
Loan of 1888 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	104 1/2	1st Mortgage.....	3,500,000	7	June & Dec.	Baltimore.	1900	20
Loan of 1899 (")	868,000	6	June & Dec.	Princeton.	1889	102	Wilmington and Reading:						
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	111	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	----	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	----	----	Wilmington and Weldon:						
Utah Central:							Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	----
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	----	Sterling Bonds.....	221,400	7 1/2	May and Nov.	"	1888	----
Utah Southern:							Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	93
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	----	Wilmington and Western (Del.):						
Utica and Black River:							1st Mortgage.....	600,000	7 1/2	J. A. J. & O. Phil. & Wilm.	1892	----	
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	----	Winona & St. Peter (C. & N. W.):						
Bonds of 1871 (2d issue)	575,000	7	"	"	1891	----	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1897	102
Utica, Ithaca and Elmira:							2d Mortgage \$12,000 p. m.....	1,850,000	7	May and Nov.	"	1907	90
1st Mortgage, Sterling.....	1,500,000	7 1/2	Jan. & July.	London.	1902	----	Extension mortgage bonds.....	4,375,000	7 1/2	June & Dec.	"	1915	----
Vermont Cent.—See Central Vt.							Wisconsin Central:						
Vermont and Massachusetts:							1st M. L. G. gold S. Y. \$25,000pm	4,618,000	7 1/2	Jan. and July.	Boston.	1901	15
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104 1/2	Worcester (Md.):						
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	----
Convertible bonds.....	150,000	7	"	"	1885	167	Worcester and Nashua:						
Vicksburg and Meridian:							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	----
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	----	Plain Bonds.....	158,300	6	Various.	"	1911-27	----
General 2d series (blue).....	850,000	7	"	"	1890	----	Plain Bonds.....	260,000	7	Apr. and Oct.	"	1893	107
Mortgage 3d series (black).....	138,000	7	"	"	1890	----	Plain Bonds.....	409,000	7	Feb. and Aug.	"	1905	----
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	----	CANAL BONDS.						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	----	Chesapeake and Delaware:						
Vineland:							1st Mortgage sinking fund.....	1,908,750	6	Jan. and July.	Philadelphia.	1888	70
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	----	Chesapeake and Ohio:						
Virginia & Tennessee (A.M. & O.):							Sterling Loan guaranteed.....	4,375,000	6 1/2	J. A. J. & O.	London.	1890	----
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1878	----	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	78
3d Mortgage.....	990,000	6	"	"	1884	93	Delaware Division (L.O. & N.):						
5th Mortgage.....	999,000	6	March & Sept.	"	1900	100	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	99
Registered Certificates.....	94,191	8	Jan. and July.	"	1878	----	Delaware and Hudson:						
Funded Interest.....	223,900	8	"	"	1880	----	1st Mort. (3d series, July 1, 1899	3,000,000	7	Jan. and July.	New York.	1894	98
Walkkill Valley (Erie):							reg. (2d series, Jan. 1, 1871	6,000,000	7	"	"	1891	99
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	----	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	99
Warren (D. L. & W.):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	----
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1878	----	Lehigh Coal and Navigation:						
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	108	Loan of 1877, Debentures.....	762,778	6	June & Dec.	Philadelphia.	1877	----
Warren & Franklin (P. T. & B.):							Convertible Debentures.....	42,550	6	"	"	1882	----
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1892	78	Convertible Loan, gold.....	771,000	6 1/2	March & Sept.	"	1894	99
Warwick Valley (Erie):							1st Mortgage, registered.....	5,381,938	6	J. A. J. & O.	"	1884	104 1/2
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	----	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104 1/2
Wasatch and Jordan Valley:							Mortgage (equip.) Loan, gold.....	4,468,590	6 1/2	June & Dec.	"	1897	90
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1898	----	Consolidated Mortgage.....	1,176,000	7	"	"	1911	72
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	----
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	44	Greenwood Mortgage Loan.....	340,000	6	Apr. and Oct.	"	1877	----
2d Mort. " " " " " "	350,000	7	"	"	1901	----	Monongahela Navigation:						
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	85	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	----
2d Mort. " " " " " "	1,200,000	6	Jan. and July.	"	1876	77 1/2	Morris and Banking:						
3d Mort. " " " " " "	600,000	8	May and Nov.	"	1873	37 1/2	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
4th Mort. " " " " " "	700,000	8	March & Sept.	"	1880	10	Boat Loan, sinking fund.....	238,900	7	Apr. and Oct.	"	1899	104
Funded Coupons (do.)	722,684	----	"	"	1896	----	Preferred Stock Dividend Scrip.	103,184	7	Jan. and July.	"	1887	----
1st Mort. (Lynchburg & Danville)	621,000	----	Apr. and Oct.	"	1896	----	Pennsylvania:						
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'98	----	1st Mortgage s.k.g. fund guar.....	2,808,000	6	Jan. and July.	Philadelphia.	1910	56
Washington and Ohio:							1st Mortgage (W. Y. Val. Can.).....	600,000	6	"	"	1878	----
1st Mort. (Alex. Lou. & Ham.)	47,000	7	May and Nov.	New York.	1893	----	Schuylkill Navigation (Ph. & Rd.):						
1st Mortgage for \$9,000,000.....	255,670	7 1/2	Apr. and Oct.	"	1901	35	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'73-'97	91
Westchester and Philadelphia:							2d Mortgage.....	3,980,392	6	Jan. and July.	"	'83-'01	92
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	116 1/2	Improvement bonds.....	200,000	6	May and Nov.	"	1890	----
Western North Carolina:							Boat and Car Loan.....	765,000	6	"	"	1913	----
1st Mortgage.....	850,000	8	Jan. and July.	"	1900	----	Boat and Car Loan.....	621,200	7	"	"	1913	61
Western of Alabama:							Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1890	68
1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	----	Susquehanna and Tide Water:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	----	2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1888	----
2d Mortgage (consols guar.).....	1,158,000	8	"	"	1900	----	3d Mortgage (Susquah. Canal)	1,211,000	6	"	"	1878	30
Income Mortgage.....	602,900	8	Various.	"	Var.	----	Prof. Int. Bds (")	304,810	6	"	"	1904	----
Western Union Telegraph:							Union:						
1st Mortgage.....	500,000	6	May and Nov.	Philadelphia.	1888	----	1st Mortgage.....	2,000,000	6	May and Nov.	Philadelphia.	1888	----
2d Estate Bonds, Sinking Fund.	1,373,000	7 1/2	"	"	1902	----	West Branch & Susque. (Penn.):						
Bonds (E. F.) Conv. till May '98	2,920,000	7	"	"	1890	110 1/2	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	----
Sterling Bonds, Sinking Fund.....	921,384	6 1/2	March & Sept.	London.	1900	----	2d Mortgage.....	368,000	6	"	"	1888	----

Dec. 31, 1876	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	452	451	450	449	448	447	446	445	444	443	442	441
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Rolling stock, the column headed "Rolling stock," signifies that the cost thereof is included in that headed "Railroad." State-aid Railroads are distinguished by a "1." Land Grant Railroads are printed in "Italics." State-owned Railroads are designated by an asterisk (*). The column headed "Miscellaneous" contains items occurring "all" and running date ("—") signify "not ascertainable."

[illegible]

1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	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Kansas Pacific Railway.

A telegram from Leavenworth, Kansas, to the Kansas Pacific Railway headquarters at St. Louis, dated October 22d, says that Sylvester T. Smith, Auditor of the Kansas Pacific Railway under the late Receiver, was appointed Receiver of that road by Judge Foster, of the United States Circuit Court on that day, in place of Carlos S. Greeley, resigned, and H. Villard, removed. The appointment of Mr. Smith was made in pursuance of a request to the court signed by A. L. Williams, attorney for the Kansas Pacific Railway; Messrs. Hitchcock, Lubeke and Player, solicitors for the complainants; Wallace Pratt, attorney for the Denver Extension bondholders, and T. A. Hurd, attorney for Adolphus Meier, constituting all the representatives of the complainants and defendants in the case.

Statement of the Public Debt of the United States, October 1, 1878.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1855.....	\$200,000 00	\$3,250 00
5 per cent. 1861 bonds, 1861..	18,416,000 00	276,225 00
5 per cent. bonds, 1861 (Oregon).....	945,000 00	14,175 00
5 per cent. 1861 bonds, 1861..	189,821,350 00	2,839,820 25
5 per cent. 1861 bonds, 1863..	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864..	194,566,300 00	810,692 92
5 per cent. consols, 1865.....	81,784,160 00	1,226,612 25
5 per cent. consols, 1867.....	310,614,100 00	4,669,211 50
5 per cent. consols, 1868.....	37,448,300 00	561,219 50
5 per cent. funded loan of 1861	508,440,350 00	4,237,992 92
4 per cent. funded loan of 1861	250,000,000 00	837,500 00
4 per cent. funded loan of 1867.	161,600,000 00	1,515,000 00

Aggregate of debt bearing coin interest.....\$1,818,261,530 00 \$18,305,869 24
Interest due and unpaid.....9,346,289 13

DEBT BEARING INTEREST IN LAWFUL MONEY.

1862.....\$14,000,000 00 \$106,900 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 91
5 percent Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,300 00	213 39
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds, of 1855.....	8,000 00	0 00
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	419,150 00	260 52
6 per cent. 5-20 bonds, called June, 1864.....	91,300 00	635 84
6 per cent. 5-20 bonds, called 1865.....	251,300 00	61,096 56
6 per cent. Consol. bonds, called, 1865.....	11,020,300 00	167,944 06
1-10 to 5 per cent. treasury notes, prior to 1846.....	82,525 25	2,688 06
1-10 to 5 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 5 per cent. treasury notes, 1851.....	1,900 00	102 00
6 per cent. treasury notes, 1861.....	3,000 00	264 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	18,700 00	1,141 30
5 per cent. 1 year notes, 1863.....	51,015 00	2,592 85
5 per cent. 3 year notes, 1863.....	38,550 00	2,115 65
6 per cent. compound interest notes, 1863-64.....	271,170 00	84,325 17
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	168,650 00	7,367 92
6 per cent. certificates of indebtedness, 1863-65.....	5,000 00	313 48
4 to 5 per cent. temporary loan, 1864.....	2,000 00	256 00
3 per cent. certificates called.....	5,000 00	294 31

Aggregate of debt on which interest has ceased since maturity.....\$12,524,620 28 \$373,595 00

DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Accrued Interest.
Dem. and notes, 1861-62.....	\$22,080 00	0 00
Legal tender notes, 1862-63..	348,681,016 00	0 00
Certificates of deposit.....	40,710,000 00	0 00
Fractional currency, 1863-64..	16,297,429 68	0 00
Coin certificates, 1862.....	32,326,800 00	0 00
Silver certificates.....	1,546,070 00	0 00
Unclaimed interest.....	0 00	9,547 08

Aggregate of debt bearing no interest.....\$438,425,106 58 \$9,547 08

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 5 per cent.....	\$715,494,900 00	
Bonds at 5 per cent.....	703,283,650 00	
Bonds at 4 1/2 per cent.....	350,000,000 00	
Bonds at 4 per cent.....	161,600,000 00	
	\$1,818,261,530 00	\$27,561,155 47
Debt bearing interest in lawful money, viz:		
Navy pension fund, 3 per cent.	14,000,000 00	105,000 00
Debt on which interest has ceased since maturity.....	12,524,620 28	373,595 09
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$348,743,096 00	
Certificates of deposit.....	40,710,000 00	
Fractional currency.....	16,297,429 68	
Coin and Silver Certificates.....	34,674,070 00	
	\$438,425,106 58	
Unclaimed interest.....	0 00	9,547 08
	\$2,253,211,435 84	\$28,039,290 59
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,253,211,435 84	\$28,039,290 59

AMOUNT IN TREASURY.

	Amount	Accrued Interest.
Coin.....	\$232,650,648 37	
Currency.....	1,972,693 88	
Currency held for redemption of fractional currency.....	10,000,000 00	
Special deposit held for redemption of certificates of deposit as provided by law...	40,710,000 00	
	\$285,342,240 45	
Debt, less amount in Treasury, Oct. 1, 1878..	\$2,025,908,485 98	
Debt, less amount in Treasury, on the 1st ult.	2,025,105,020 07	
Decrease of debt during the past month..	\$3,196,534 09	
Decrease of debt since June 30, 1878.....	9,575,346 84	

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$388,276 80
Kansas Pacific bonds, 1862-64.....	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.....	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,023,320 00	24,424 80
Totals.....	\$64,023,512 00	\$909,352 68

Interest paid by United States, \$30,335,039 84; interest repaid by transportation of mails, &c., \$10,270,181 35; balance of interest paid by United States, \$29,558,858 51.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1878.

JOHN SHERMAN,

Secretary of the Treasury.

* This amount includes \$11,500,000 Five-twenty called Bonds not yet matured, against which a like amount of 4 per cent Bonds have been issued and are embraced in this statement, and the amount included in the coin balance.

The directors of the Central Park, North and East Rivers (Belt Line) Railroad Company, elected on the 15th inst., are: Frank Curtiss, G. Hilton Scribner, Thurlow Weed, Augustus L. Brown, David Downs, Benjamin H. Hutton, Henry D. Coppet, Henry W. Smith, John T. Terry, Edward Weston, Abijah Curtiss, Charles Dana and Hias, president; G. Hilton Scribner, vice president; Heber R. Bishop. The officers are: Frank Curtiss, Johnson L. Valentine, treasurer; C. Densmore Wyman, secretary, and E. W. Hines, superintendent.

Judge Choate, of the United States District Court, has discharged Duncan, Sherman & Co. from bankruptcy. Some objection was made by a number of the creditors. The Judge's decision was in these words: "No evidence is offered that sustains the specifications of the opposing creditors. Discharge granted."

Surveys are being made of South Lawrence, Mass., preparatory to the proposed entrance of the Lawrence and Lowell Railroad into that city.

Philadelphia Stock Exchange.

Closing Prices for the week ending Oct. 22.

W. 15. Th. 17. F. 18. Sat. 19. M. 21. Tu. 22.

Allegheny Val. 7 3-10s.....	111	111	111	111	111	111
7s, Income.....	111	111	111	111	111	111
Camden & Am. 6s, 1885.....	111	111	111	111	111	111
6s, 1885.....	111	111	111	111	111	111
Mort. 6s, 1889.....	111	111	111	111	111	111
Camden and Atlantic.....	111	111	111	111	111	111
Preferred.....	111	111	111	111	111	111
1st mortgage.....	116	116	116	116	116	116
2d mortgage.....	116	116	116	116	116	116
Catawissa.....	116	116	116	116	116	116
Preferred.....	116	116	116	116	116	116
New preferred.....	116	116	116	116	116	116
7s, new.....	116	116	116	116	116	116
Del. & Bound Brook.....	116	116	116	116	116	116
7s.....	116	116	116	116	116	116
Elmira & Williamsport.....	116	116	116	116	116	116
Preferred.....	116	116	116	116	116	116
7s.....	116	116	116	116	116	116
Hunt. & B. Top Mt.....	116	116	116	116	116	116
Preferred.....	116	116	116	116	116	116
2d mortgage.....	116	116	116	116	116	116
Lehigh Navigation.....	16	16	16	16	16	16
6s, 1884.....	104	104	104	104	104	104
Gold Loan.....	106	106	106	106	106	106
Railroad Loan.....	106	106	106	106	106	106
Conv. Gold Loan.....	106	106	106	106	106	106
Lehigh Valley.....	37	37	38	38	38	37
6s, new, coupon.....	116	116	116	116	116	116
6s, new, registered.....	116	116	116	116	116	116
7s.....	116	116	116	116	116	116
Consol. mort. 6s.....	101	101	101	101	101	101
Little Schuylkill.....	49	49	49	49	49	49
Minchill & Sch. Haven.....	39	39	39	39	39	39
North Pennsylvania.....	39	39	39	39	39	39
1st mortgage 6s.....	108	108	108	108	108	108
2d mortgage 7s.....	108	108	108	108	108	108
Gen'l mort. 7s, coup.....	106	106	106	106	106	106
Gen'l Mort. 7s, reg.....	106	106	106	106	106	106
Northern Central.....	32	32	33	33	33	33
Pennsylvania R. R.....	32	32	33	33	33	33
1st mortgage.....	102	102	102	102	102	102
Gen'l mortgage.....	102	102	102	102	102	102
Gen'l mort. reg.....	102	102	102	102	102	102
Consol. mort. 6s.....	96	97	97	97	97	97
Penn. & N.Y. Canal 7s.....	104	104	104	104	104	104
Penn. State 6s, 2d series 104.....	104	104	104	104	104	104
do. 3d series.....	110	110	110	110	110	110
do. 6s, new.....	111	111	111	111	111	111
Philadelphia City 6s.....	116	116	116	116	116	116
6s, new.....	116	116	116	116	116	116
Phila. and Reading.....	13	13	13	14	13	13
Debtenture bonds.....	13	13	13	13	13	13
7s, of 1893.....	13	13	13	13	13	13
7s, new convertible.....	102	102	102	102	102	102
Gen'l mortgage 7s.....	102	102	102	102	102	102
Gen'l mortgage, reg.....	102	102	102	102	102	102
Philadelphia and Erie.....	7	7	7	7	7	7
1st mortgage, 6s.....	91	91	91	91	91	91
2d mortgage, 7s.....	91	91	91	91	91	91
Pittsb., Cin. & St. L. 7s.....	91	91	91	91	91	91
Pittsb., Titusv. & Buff. 4.....	4	4	4	4	4	4
7s.....	20	20	20	20	20	20
Schuylkill Navigation.....	12	12	12	12	12	12
Preferred.....	90	90	90	90	90	90
6s, 1872.....	62	62	62	62	62	62
6s, 1882.....	62	62	62	62	62	62
6s, 1895.....	62	62	62	62	62	62
United Co. of N. Jersey 12s.....	12	12	12	12	12	12
Hestonville, (Horse) 12.....	12	12	12	12	12	12
Chestnut & Wal. (do.) 63.....	63	63	63	63	63	63
Germantown (do.).....	50	50	50	50	50	50
Green and Conter (do.) 50.....	50	50	50	50	50	50
Lombard & 8th (do.).....	50	50	50	50	50	50
2d and 3d streets (do.).....	50	50	50	50	50	50
Spruce and Pine (do.).....	50	50	50	50	50	50
13th and 15th sts (do.).....	45	45	45	45	45	45

Baltimore Stock Exchange.

Closing Prices for the week ending Oct. 22.

W. 15. Th. 17. F. 18. Sat. 19. M. 21. Tu. 22.

Baltimore and Ohio ..	85	85	82	82	82
6s, 1880.....	85	85	82	82	82
6s, 1885.....	85	85	82	82	82
Central Ohio.....	85	85	82	82	82
1st mortgage.....	85	85	82	82	82
Marietta & Cincinnati.....	85	85	82	82	82
1st mortgage, 7s.....	85	85	82	82	82
2d mortgage, 7s.....	85	85	82	82	82
3d mortgage, 8s.....	85	85	82	82	82
Northern Central.....	14	14	14	14	14
2d mortgage, 6s 1885.....	106	106	106	106	106
3d mortgage, 6s, 1900.....	106	106	106	106	106
6s, 1900, Gold.....	106	106	106	106	106
Orange and Alex. 1st.....	77	77	77	77	77
2d mortgage, 6s.....	77	77	77	77	77
3d mortgage, 8s.....	77	77	77	77	77
4th mortgage, 8s.....	77	77	77	77	77
O., Alex. & Manassas 7s.....	44	44	44	44	44
Pittsb. & Connellav. 7s.....	92	92	92	92	92
Virginia 6s, Consol.....	52	52	52	52	52
Consol. Coupons.....	81	81	81	81	81
Deferred Certificates.....	81	81	81	81	81
Western Maryland.....	81	81	81	81	81
1st M., end. by Balt.....	81	81	81	81	81
2d M., do.....	81	81	81	81	81
3d M., do.....	81	81	81	81	81
1st M., unendowed.....	81	81	81	81	81
3d M., end. Wash. Co.....	81	81	81	81	81
3d Mort., preferred.....	81	81	81	81	81
City Passenger R. R.....	81	81	81	81	81

New York Stock Exchange.
Closing Prices for the week ending Oct. 22.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Adams Express.....	105 1/2	105	105	105 1/2	105 1/2	105 1/2
Albany and Susq.....	105 1/2	105	105	105 1/2	105 1/2	105 1/2
1st mortgage.....	105 1/2	105	105	105 1/2	105 1/2	105 1/2
2d mortgage.....	105 1/2	105	105	105 1/2	105 1/2	105 1/2
American Express.....	45 1/2	45	45	45 1/2	45 1/2	45 1/2
Am. Dock and Imp. 7s.....	25 1/2	25	25	25 1/2	25 1/2	25 1/2
Atlantic & Pacific Tel.....	25 1/2	25	25	25 1/2	25 1/2	25 1/2
Burl. O. R. & Nor.....	25 1/2	25	25	25 1/2	25 1/2	25 1/2
1st mortgage 5s.....	25 1/2	25	25	25 1/2	25 1/2	25 1/2
Canada So. 1st guar.....	22 1/2	22	22	22 1/2	22 1/2	22 1/2
Central of N. Jersey.....	21 1/2	21	21	21 1/2	21 1/2	21 1/2
1st mortgage 1890.....	21 1/2	21	21	21 1/2	21 1/2	21 1/2
7s, consolidated.....	21 1/2	21	21	21 1/2	21 1/2	21 1/2
7s, convertible.....	21 1/2	21	21	21 1/2	21 1/2	21 1/2
Central Pacific 6s, gold.....	105 1/2	105	105	105 1/2	105 1/2	105 1/2
1st M. (San Joaquin) 90.....	105 1/2	105	105	105 1/2	105 1/2	105 1/2
1st M. (Cal. and Tr.).....	105 1/2	105	105	105 1/2	105 1/2	105 1/2
Land grant 6s.....	105 1/2	105	105	105 1/2	105 1/2	105 1/2
Chicago and Alton.....	80	79 1/2	79 1/2	80	80	80
Preferred.....	79 1/2	79 1/2	79 1/2	80	80	80
1st mortgage.....	79 1/2	79 1/2	79 1/2	80	80	80
Sinking Fund.....	79 1/2	79 1/2	79 1/2	80	80	80
Chic. Burl. & Quincy.....	109 1/2	110	110 1/2	110	110	110
7s Consol. 1905.....	114 1/2	114	114 1/2	114	114	114
6s, 1893.....	111 1/2	111	111 1/2	111	111	111
Chic. & Milwaukee 1st.....	111 1/2	111	111 1/2	111	111	111
Chic. Mil. and St. Paul.....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
Preferred.....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
1st mortgage.....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
2d mortgage.....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
7s, gold.....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
1st M. (La Crosse div.) 105.....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
1st M. (I. and M. div.).....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
1st M. (I. and D. div.).....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
1st M. (H. and D. div.).....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
1st M. (C. & M. div.).....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
Consolidated S. F. 95.....	29 1/2	29 1/2	29 1/2	30 1/2	30 1/2	30 1/2
Chic. & Northwestern.....	39 1/2	40	40 1/2	40 1/2	40 1/2	40 1/2
Preferred.....	39 1/2	40	40 1/2	40 1/2	40 1/2	40 1/2
1st mortgage.....	39 1/2	40	40 1/2	40 1/2	40 1/2	40 1/2
Sinking Fund.....	39 1/2	40	40 1/2	40 1/2	40 1/2	40 1/2
Consolidated 7s.....	39 1/2	40	40 1/2	40 1/2	40 1/2	40 1/2
Consol. Gold bonds.....	101 1/2	101 1/2	101 1/2	102 1/2	102 1/2	102 1/2
Do. reg.....	101 1/2	101 1/2	101 1/2	102 1/2	102 1/2	102 1/2
Chic. Rock Isl. & Pac. 114.....	113 1/2	114	114 1/2	115	115	115
7s, 1896.....	113 1/2	114	114 1/2	115	115	115
6s, S. F.....	109 1/2	109 1/2	109 1/2	110 1/2	110 1/2	110 1/2
6s, 1917.....	109 1/2	109 1/2	109 1/2	110 1/2	110 1/2	110 1/2
Jlev. Col. C. and Ind. 31.....	30 1/2	31	31 1/2	31	31	31
1st mortgage.....	30 1/2	31	31 1/2	31	31	31
Jlev. & Pittsburg guar. 81.....	81	81 1/2	81 1/2	82	82	82
7s, Consolidated.....	81	81 1/2	81 1/2	82	82	82
4th mortgage.....	81	81 1/2	81 1/2	82	82	82
Clev. P. and Ash. 7s.....	41 1/2	41 1/2	41 1/2	42 1/2	42 1/2	42 1/2
7s, new.....	41 1/2	41 1/2	41 1/2	42 1/2	42 1/2	42 1/2
Col. Chl. & Ind. Cent. 4.....	41 1/2	41 1/2	41 1/2	42 1/2	42 1/2	42 1/2
1st mortgage.....	41 1/2	41 1/2	41 1/2	42 1/2	42 1/2	42 1/2
2d mortgage.....	41 1/2	41 1/2	41 1/2	42 1/2	42 1/2	42 1/2
Del. & Hudson Canal. 46.....	45 1/2	46	46 1/2	44 1/2	44 1/2	43 1/2
Reg. 7s, 1891.....	45 1/2	46	46 1/2	44 1/2	44 1/2	43 1/2
Reg. 7s, 1894.....	45 1/2	46	46 1/2	44 1/2	44 1/2	43 1/2
7s, 1894.....	45 1/2	46	46 1/2	44 1/2	44 1/2	43 1/2
Del. Lack. & Western. 50.....	50 1/2	50 1/2	50 1/2	49 1/2	49 1/2	49
2d mortgage 7s.....	50 1/2	50 1/2	50 1/2	49 1/2	49 1/2	49
7s, Convertible.....	50 1/2	50 1/2	50 1/2	49 1/2	49 1/2	49
7s, Consol. 1907.....	102 1/2	102 1/2	102 1/2	103 1/2	103 1/2	103 1/2
Dt. of Columbia 8-65s.....	76 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
Erie Railway.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
Preferred.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
1st mortgage.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
2d mortgage.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
3d mortgage.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
4th mortgage.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
5th mortgage.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
Great Western 1st mort.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
2d mortgage.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
Hannibal & St. Joseph 14.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Preferred.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
8s, Convertible.....	37 1/2	37 1/2	37 1/2	38 1/2	38 1/2	38 1/2
Hudson River 2d mort.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Illinois Central.....	75 1/2	76 1/2	77 1/2	78 1/2	78 1/2	78 1/2
Kansas Pacific.....	81 1/2	81 1/2	81 1/2	82 1/2	82 1/2	82 1/2
Lake Shore & Mich. So. 66.....	66 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Consol. 7s.....	66 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
Consol. 7s, reg.....	111 1/2	111 1/2	111 1/2	112 1/2	112 1/2	112 1/2
2d Consolidated.....	111 1/2	111 1/2	111 1/2	112 1/2	112 1/2	112 1/2
Lake Shore Div. bonds.....	110 1/2	110 1/2	110 1/2	111 1/2	111 1/2	111 1/2
Leh. & W.B. 7s, Con.....	57 1/2	57 1/2	57 1/2	58 1/2	58 1/2	58 1/2
Long Dock bonds.....	110 1/2	110 1/2	110 1/2	111 1/2	111 1/2	111 1/2
L'ville & Nash. 7s Cons 104.....	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
Michigan Central.....	67 1/2	67 1/2	67 1/2	68 1/2	68 1/2	68 1/2
7s, 1902.....	114 1/2	114 1/2	114 1/2	115 1/2	115 1/2	115 1/2
8s 1882, S. F.....	114 1/2	114 1/2	114 1/2	115 1/2	115 1/2	115 1/2
M. S. and N. I. 1st, S.F. 11.....	80 1/2	81	81	80 1/2	80 1/2	80 1/2
Morris and Essex.....	80 1/2	81	81	80 1/2	80 1/2	80 1/2
1st mortgage.....	80 1/2	81	81	80 1/2	80 1/2	80 1/2
2d mortgage.....	80 1/2	81	81	80 1/2	80 1/2	80 1/2
7s of 1871.....	107 1/2	107 1/2	107 1/2	108 1/2	108 1/2	108 1/2
7s, Convertible.....	107 1/2	107 1/2	107 1/2	108 1/2	108 1/2	108 1/2
7s, Consolidated.....	107 1/2	107 1/2	107 1/2	108 1/2	108 1/2	108 1/2
N. Y. Cent. & Hud. Riv. 110.....	109 1/2	110 1/2	111 1/2	111 1/2	112 1/2	112 1/2
7s, Sinking fund, 1870.....	109 1/2	110 1/2	111 1/2	111 1/2	112 1/2	112 1/2
6s, Sinking fund, 1882 106.....	106 1/2	106 1/2	106 1/2	107 1/2	107 1/2	107 1/2
6s, Sinking fund, 1887.....	106 1/2	106 1/2	106 1/2	107 1/2	107 1/2	107 1/2
1st mortgage.....	106 1/2	106 1/2	106 1/2	107 1/2	107 1/2	107 1/2
1st mortgage reg.....	118 1/2	118 1/2	118 1/2	119 1/2	119 1/2	119 1/2
N. Y. Elevated 1st M. 80.....	80 1/2	80 1/2	80 1/2	81 1/2	81 1/2	81 1/2
N. York and Harlem. 136.....	136 1/2	136 1/2	136 1/2	137 1/2	137 1/2	137 1/2
Preferred.....	136 1/2	136 1/2	136 1/2	137 1/2	137 1/2	137 1/2
1st mortgage.....	136 1/2	136 1/2	136 1/2	137 1/2	137 1/2	137 1/2
1st mortgage, reg.....	191 1/2	191 1/2	191 1/2	192 1/2	192 1/2	192 1/2

New York Stock Exchange.

Closing Prices for the week ending Oct. 23.

	Th. 17.	F. 18.	Sa. 19.	M. 21.	Tu. 22.	W. 23.
New Jersey.....	159	159	159	160	160	160
N. Y., N. Haven & Hart 155.....	155	155	155	156	156	156
North Missouri 1st M. 104.....	104	105	105	105	105	105
Ohio and Mississippi.....	71	71	71	71	71	71
Preferred.....	71	71	71	71	71	71
2d mortgage.....	69	69	69	69	69	69
Consolidated 7s.....	101	102	102	102	102	102
Consol. Sinking fund.....	101	101	102	102	102	102
Ontario Silver.....	40	40	40	40	40	40
Pacific Mail S. S. Co. 15.....	16	16	16	16	16	16
Pacific R. R. of Mo.....	15	15	15	15	15	15
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	99	99
Panama.....	98	98	98	98	98	98
Pitts., Ft. W. & Chl. 95.....	98	99	99	99	99	99
1st mortgage.....	122	122	122	122	122	122
2d mortgage.....	110	110	110	110	110	110
3d mortgage.....	110	110	110	110	110	110
Pullman Palace Car.....	76	76	76	76	76	76
Quicksilver Mining Co.....	76	76	76	76	76	76
Preferred.....	76	76	76	76	76	76
St. L., Alton and T. H.....	108	108	108	108	108	108
Preferred.....	108	108	108	108	108	108
1st mortgage.....	108	108	108	108	108	108
2d mort. preferred.....	65	65	65	65	65	65
Income bonds.....	65	65	65	65	65	65
St. L., Iron Mt. & S. 12.....	10	11	11	11	11	10
1st mortgage.....	10	11	11	11	11	10
2d mortgage.....	10	10	10	10	10	10
St. L., Jack. & Chl. 1st.....	104	104	104	104	104	104
St. L., Kan. City & N.....	41	41	41	41	41	41
Preferred.....	41	41	41	41	41	41
Tol. P. & War. 1st E. D.....	21	21	21	21	21	21
1st mort., West. Div.....	96	96	96	96	96	96
Union Pacific.....	96	96	96	96	96	96
1st mortgage.....	106	106	106	106	106	106
Land Grant 7s.....	104	104	104	104	104	104
Sinking Fund 8s.....	99	99	99	99	100	100
United States Express.....	48	48	48	47	47	47
Wabash.....	18	19	19	18	18	18
1st mortgage.....	102	102	102	102	102	102
2d mortgage.....	102	102	102	102	102	102
7s, Consolidated.....	102	102	102	102	102	102
St. Louis Division.....	85	85	85	85	85	85
Wells-Fargo Express.....	96	96	96	96	96	97
Western Pacific bonds.....	102	102	102	102	102	102
Western Union Tel.....	88	88	89	90	92	93
1s, S. F. conv., 1900.....	88	88	88	88	88	88

liabilities estimated at \$1,600,000. With one exception, this house was the largest west of New York; their field of trade covering a vast region of the West and Southwest. The cause assigned for this suspension is the failure to make collections in general, but especially in the Yellow Fever districts. It is now believed that at the worst this will only be a temporary suspension; and we trust this may prove true. The debts of Messrs. Dodd, Brown & Co., are due almost wholly to New York commission houses.

A sharp frost covering nearly all the territory afflicted with Yellow Fever has brought that scourge to an end. We may now look for a rapid revival of trade in the South. The free distribution of merchandise for the winter will now commence, while the movement of cotton, heretofore checked largely, will be equal to all requirements.

A fair activity has characterized the dealings for the week at the Stock Exchange. The active list has not been increased but changes have brought stocks into some prominence which have been hitherto neglected. The sales on Saturday were 121,000 shares; Monday, 150,000; Tuesday, 142,000, and Wednesday, 174,000.

Boston advices report an easy Money market. There is abundance of funds now offering for all legitimate purposes. No change in rates for money can be named. Prime business paper is done at about 4 per cent. The highest grades of manufacturing paper passes readily at $3\frac{1}{2}$ per cent. Balances at the Clearing House at the close were abundant, ruling at $2\frac{1}{2}$ to 2 per cent—the rate drooping. Dealings in Stocks were large and the market reported fairly active.

Philadelphia reports show a moderately active Stock market, with prices slightly higher than our last quotations. Pennsylvania Railroad shares sold at $83\frac{1}{4}$ at the close, ranging from $82\frac{3}{4}$ to $83\frac{3}{4}$ during the day. Reading Railroad quoted at $18\frac{3}{4}$ to 14 with a drooping tendency. Money is unchanged. Call loans are made at last quoted rates— $3\frac{3}{4}$ to 4 per cent for strong names. Prime commercial paper is passed at $4\frac{1}{2}$ to 5 per cent. Four months and longer date paper at $5\frac{1}{2}$ to 6 per cent. The distribution of merchandise is now fair for the season. The general trade is not large in amount as compared with more prosperous times, but is upon the whole satisfactory.

From Baltimore there are complaints of an unsettled and dull produce market. Unfavorable European advices have operated to check exportation and lower prices. It is hoped this condition is but temporary. Money, as heretofore, is quoted easy and abundant. Stocks are dull, and Baltimore and Ohio R. R., ex-dividend common stock, is lower. Dealings were small with $82\frac{1}{2}$ quoted at the close. Northern Central nominal.

We have now to repeat our last week's report of subscriptions to the new 4 per cent. Government bonds. A general hardening of the money market, caused by an increasing volume of business, has enabled capitalists and investors to place their money at somewhat better rates than 4 per cent. This, with the hope of still better rates has materially checked sales of 4 per cents in first hands. The very large amount of idle capital now seeking investment has brought into the market a good supply of corporate, municipal and

State securities; all of which bearing a higher rate of interest than Government securities have found buyers to a great or less extent.

The fact, however, that national banks all over the country find themselves compelled to reduce their capitals because too large for present business, shows most plainly that there is still a large amount of capital which for want of other employment must go into Government or other securities until better times. We now quote all issues of Government bonds as follows:

United States 6s, 1881, registered, $107\frac{1}{2}$ to $107\frac{3}{4}$; do. coupon, $107\frac{1}{2}$ to $107\frac{3}{4}$; 5-20s, 1885, new, registered, $102\frac{3}{4}$ to 103 ; do. coupon, $102\frac{3}{4}$ to 103 ; do. 1887, registered, $105\frac{1}{2}$ to $105\frac{3}{4}$; do. coupon, $105\frac{1}{2}$ to $105\frac{3}{4}$; do. 1888, registered, $107\frac{1}{2}$ to 108 ; do. coupon, 108 to $108\frac{1}{2}$; ten-forties, registered, $105\frac{1}{2}$ to 106 ; do. coupon, $105\frac{1}{2}$ to 106 ; 5 per cents, 1881, registered, $104\frac{1}{2}$ to $104\frac{3}{4}$; do. coupon, $105\frac{1}{2}$ to $105\frac{3}{4}$; $4\frac{1}{2}$ per cents, 1891, registered, $103\frac{1}{2}$ to $103\frac{3}{4}$; do. coupon, $103\frac{1}{2}$ to $103\frac{3}{4}$; 4 per cents, 1907, reg., $99\frac{3}{4}$ to 100 ; do. coupon, $99\frac{3}{4}$ to 100 ; sixes, currency, $119\frac{3}{4}$ to $119\frac{1}{2}$.

Money in this market continues easy. Call loans were steady at $4\frac{1}{2}$ to 5 per cent. Stock loans were made at 5 per cent. with both higher and lower rates paid. Prime commercial paper was discounted at $5\frac{1}{2}$ to 7 per cent according to date. The suspension of a well-known Western Dry Goods house caused a decided flurry in that trade when first announced, and caused commercial paper to be sharply scrutinized.

Gold has settled back into quietude at rates so long current— $100\frac{1}{2}$ to $100\frac{3}{4}$.

Foreign exchange is again firmer, although shipments of gold have been made to New York for French account, and others are to follow. The quotations now current are $48\frac{1}{2}$ to 60 day bills; and 4 88 for sight. Actual business is done at $\frac{1}{2}$ cent below the rates given. The free exportation of cotton now to begin from New Orleans and ports virtually closed by Yellow Fever heretofore will, we believe, bring the exchange market down to a point that will cause continued shipments of gold from London as well as Paris.

Domestic Produce is irregular owing to the unsettled condition of British markets. The receipts at tide water continue large as do exports. The week's exports, exclusive of specie, have been \$7,455,993.

Cotton, which was unsettled and lower at our last report, has suffered a further decline. Generally unfavorable advices with stoppage of mills in Manchester and other spinning districts made Liverpool market depressed and heavy. This naturally sent our market down. We now quote middling uplands at $9\frac{3}{4}$ cents. Futures are also lower. Sales were made for October at 9.70 to 9.72 ; November, 9.55 to 9.62 ; December, 9.60 to 9.69 ; January, 9.65 to 9.70 . Receipts at all the ports since September, 1st, 959,249 bales, against 477,454 bales in 1877 for the same time.

Ocean freights are unchanged in rates, although business is light. Engagements to Liverpool, by steam, for grain, 7d.; for cotton, 5-16d. to 32d. compressed. To Havre, steam, cotton, $\frac{3}{4}$ c. compressed. To Glasgow, grain, by steam, $5\frac{1}{4}$ d. To Marseilles, grain, by sail, 5s. 9d. per quarter. To Lisbon, grain, by sail, 16c.

Metals continue dull. The trade in American

and Scotch Pig Iron is confined to retail lots. Occasional sales are made of larger lots, but in general sellers decline to quote prices received. We now quote No. 1, American Pig $\$17\frac{1}{2}$ to $\$18$; No. 2, $15\frac{1}{2}$ to $\$16\frac{1}{2}$. Scotch Pig—Eglington, $\$21$; Glengarnock, $\$22$ to $\$22\frac{1}{2}$; Coltness, $\$22\frac{1}{2}$ to $\$23$. Scrap, No. 1, Wrought, $\$19$. Steel Rails $\$44$ to $\$45$; Iron do. $\$32$ to $\$35$.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Pacific 1st mort., 85; Buffalo and Erie 7s, new, 110; Missouri, Kansas and Texas R. R., $4\frac{1}{2}$; do. 7s, consol. ass., $42\frac{1}{2}$; do. 2d, $10\frac{1}{2}$; Central of New Jersey 1st consol. ass., 87; do. conv. ass., 65; Cleve., Col., Cin. and Ind. 7s, consol., $87\frac{1}{2}$; South Side L. I., 1st mort., 90; do. S. F., 20 $\frac{1}{2}$; East Tenn., Va. and Ga. 1st mort., 100; Chicago, St. Paul and Minnesota 1st mort., $81\frac{3}{4}$; Boston, Hartford and Erie 1st mort., 80; Syracuse, Binghamton and New York 1st mort., 101; Chicago and Alton Income, 104; Kansas Pacific Inc. No. 16, 15; do. 6s, J. & D., 1896, with coop. certif., $101\frac{1}{2}$; Nashville and Decatur 1st mort., $99\frac{1}{2}$; Belleville and Southern Illinois 1st mort., $90\frac{1}{2}$; Cedar Falls and Minnesota 1st mort., 87; Detroit, Monroe and Toledo 1st mort., $108\frac{1}{2}$; International 1st mort., with int. certif., 62; Toledo and Wabash 2d mort., $88\frac{1}{2}$; do. consol., 50; Galena and Chicago 1st mort., $104\frac{1}{2}$; Delaware and Hudson 1st extended, $108\frac{3}{4}$; Buffalo, New York and Erie 1st mort., 1916, $108\frac{1}{2}$; Chicago and Northwestern Int. bonds, $106\frac{1}{4}$; Toledo, Peoria and Warsaw 1st E. D. pur. com. receipts, $94\frac{3}{4}$; Mariposa L. & M. Cal., 3; do. pref., 3; Dubuque and Sioux City R. R., 57; Nashville, Chattanooga and St. Louis R. R., 29; St. Louis and San Francisco R. R., $1\frac{1}{2}$; do. pref., $3\frac{1}{2}$; do. 1st pref., 6 $\frac{1}{2}$; Louisiana 7s, consol., 74; Tennessee 6s, new, 80; North Carolina 6s, new, J. & J., 9; do. old, A. & O., 16; Missouri 6s, 1887, 106. The latest quotations are: Adams Exp., 109 to $109\frac{1}{2}$; American Exp., 48 to 50; Atlantic and Pacific Telegraph, $25\frac{1}{4}$ to 27; Central Railroad of New Jersey, $28\frac{3}{4}$ to $28\frac{1}{2}$; Chicago, Burlington and Quincy, $109\frac{3}{4}$ to $110\frac{1}{4}$; Chicago and Alton, 80 to 81; do. pref., $103\frac{1}{2}$ to 104; Chicago and Northwestern, $40\frac{1}{2}$ to $40\frac{3}{4}$; do. pref., $71\frac{1}{2}$ to $71\frac{3}{4}$; Chicago, Milwaukee and St. Paul, $80\frac{1}{2}$ to $80\frac{3}{4}$; do. pref., $64\frac{1}{2}$ to $64\frac{3}{4}$; Chicago, Rock Island and Pacific, $114\frac{1}{2}$ to 115; Cleveland, Columbus, Cincinnati and Indianapolis, $81\frac{1}{4}$ to $81\frac{3}{4}$; Cleveland and Pittsburgh, $81\frac{1}{2}$ to $82\frac{1}{2}$; Delaware and Hudson Canal, $43\frac{1}{2}$ to $44\frac{1}{4}$; Delaware, Lackawanna and Western, $49\frac{1}{2}$ to $49\frac{3}{4}$; Erie, $11\frac{3}{4}$ to $11\frac{1}{2}$; do. pref., 27 to 29; Hannibal and St. Joseph, $14\frac{1}{4}$ to $14\frac{3}{4}$; do. pref., $37\frac{1}{2}$ to $38\frac{1}{4}$; Illinois Central, $77\frac{1}{4}$ to $77\frac{3}{4}$; Kansas Pacific, $9\frac{1}{2}$ to —; Lake Shore and Michigan Southern $68\frac{1}{2}$ to $68\frac{3}{4}$; Michigan Central, $68\frac{1}{2}$ to 69; Morris and Essex, $80\frac{3}{4}$ to $80\frac{1}{2}$; N. Y. Central and Hudson River, $111\frac{1}{2}$ to $112\frac{1}{4}$; New York and Harlem, 185 to 187; Ohio and Miss., $7\frac{3}{4}$ to $7\frac{1}{2}$; do. pref., 18 to —; Pacific Mail, $15\frac{1}{2}$ to 16; Panama, $120\frac{1}{2}$ to 123; Pittsburgh, Ft. Wayne and Chicago, $96\frac{1}{2}$ to 97; Quicksilver, 12 to 13; do. pref., 32 to 34; St. Louis, Kansas City and Northern, $4\frac{3}{4}$ to 5; do. pref., $20\frac{1}{2}$ to $21\frac{1}{4}$; Union Pacific, $66\frac{1}{2}$ to $66\frac{3}{4}$; U. S. Express, 48 to 49; Wells Fargo Express, 95 to 97; Western Union Telegraph, $93\frac{1}{2}$ to $93\frac{3}{4}$; Wabash, $18\frac{1}{2}$ to $18\frac{3}{4}$.

Philadelphia.—Lehigh Nav. consol. mort. 7s, 72; Philadelphia and Reading R. R. scrip, 52; do. 6s, 1843 '80, 101½; Hestonville R. R. 6s, 93; American Steamship Co. 6s, 79¾; Belvidere Delaware 2d mort., 102; do. 3d mort., 98; Northern Pacific, 7.80s, 26; Pennsylvania Car Trust Series D, 98½; Nesquehoning Valley R. R., 45¾; Philadelphia, Germantown and Norristown R. R., 100; West Philadelphia R. R., 58½; do. 6s, 109; Morris Canal pref., 124; Central Transp. Co., 39½; Silver Mining Co., 2½; Cincinnati 7.30s, J. & J., 105; do. M. & N., 103½; Pittsburgh 7s, W. L., 102¾. The latest quotations are: City 6s, 106@108; do. free of tax, 115½@116; Pennsylvania State 6s, 2d series, 104¼@104½; do. 3d series, 110@110½; do. 5s, new loan, 111@111½; Philadelphia and Reading 13¾@13½; do. Gen'l mort. 7s, coup., 101@102¼; do. reg. 101@103; do. mort., 6s, 1880, 104¼@105; do. 7s, new conv., 50@65; do. 7s, 1888, 108@109½; United New Jersey R. R. and Canal Co., 128@129; Pittsburgh, Titusville and Buffalo R. R., 4¾@4½; do. 7s, 30@31; Camden and Amboy mort. 6s, 1889, 110½@111; Pennsylvania R. R., 32¾@33; do. 1st mort., 105@106; do. gen'l mort., coupon, 108@109; do. reg., 107@108¼; do. consol. mort. 6s, reg., 96@97; Little Schuylkill R. R., 43@43½; Morris Canal, 50@—; do. pref., 124@—; Susq. Canal, 2@6; do. 6s, 28@40; Schuylkill Nav. 3@6; do. pref., 627½; do. 6s, 1907, 60@61; do. 1897, 90@91; Elmira and Williamsport pref., 40@41; do. 7s, 103½@106; do. 5s, 68@70; Lehigh Coal and Navigation, 15¾@16½; do. 6s, 1884, 104@104½; do. R. R. loan, 104¼@105; do. Gold Loan, 95@96; North Pennsylvania, 38@39; do. 6s, 108@109; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 106@106¾; Philadelphia and Erie, 7@8; do. 6s, 100@104; do. 7s, 103½@104; Minehill, 48@49; Catawissa, 5@6; do. pref., 30@35½; do. new pref., 32½@33; do. 7s, 1900, 105½@106½; Lehigh Valley, 37¼@37½; do. 1st mort. 6s, 111¼@112½; do. 7s, reg., 116@116½; do. consol. mort., 101¾@101½; Fifth and Sixth streets (horse), 91½@95; Second and Third, 80½@88; Thirteenth and Fifteenth, 43@43½; Spruce and Pine, 35½@38; Green and Coates, 50@51; Chestnut and Walnut, 64@65; Hestonville, 12¼@12½; Germantown, 48@50; Union, 69@71½; Lombard and South, 10@11½.

Baltimore.—Virginia and Tennessee 8s, 100; Maryland Defense 6s, 108½; Baltimore City 6s, 1890, 109¾. The latest quotations are: Cincinnati and Baltimore, 7s, —@90; Wilmington and Weldon 7s, 96@100; Wilmington, Columbia and Augusta 7s, 20@29; Richmond and Danville 1st mort., 79@80; Pittsburgh and Connellsville 7s, 1898, 94¼@95½; Baltimore and Ohio, 81¼@82½; do. scrip, —@—; do. 6s, 1880, 102@—; do. 1885, 105½@106; Northern Central, 13@—; do. 6s, 1885, 106@107½; do. 6s, 1900, 101@—; do. 6s, 1900, gold, 98½@94½; Marietta and Cincinnati 1st mort. 1892, 82½@84; do. 2d mort. 7s, 27½@28½; do. 3d mort. 8s, 11@13; Central Ohio, 22@25; do. pref., —@40; do. 1st mort., 99½@101; Western Maryland 1st mort. 6s, 1890, 100@—; do. 1st mort. guar., 108@—; do. 2d mort., guar., —@—; do. 3d mort. guar., 107@108½; do. 2d mort. pref., 65@69; 2d mort. guar. by Washington Co., 103@—; Virginia and Tennessee 2d mort. 6s, 89@93; do. 3d mort. 8s,

100@102; Orange and Alexandria 1st mort. 6s, 90@94; do. 2d mort. 6s, 76@84; do. 3d mort. 8s, 35@40; do. 4th mort. 8s, 12@—; Orange, Alex. and Manassas 7s, 43@45; Baltimore 6s, 1884, 108@—; do. 1886, 109¼@—; do. 1886, new, 108@—; do. 1890, 109¼@110; do. 1900, 111@111½; do. 1900, new, 111@111½; do. 1902, 112@112½; do. 1902, new, 111@111; do. 6s, ex. empt, 111½@116; do. 5s, 1894, 103@105; do. 5s, new, 103@104; Memphis 6s, 30@—; do. new, 55@60; Maryland Defense 6s, 1883, 108@108½; do. 6s, exempt, 112@112½; do. 6s, 1890, 106@—; do. 5s, 99@—; Virginia consol. 6s, 52@52½; do. 2d series, 29¼@30½; Virginia Consol. coupons, 81¼@81½; West Virginia def. certif., 6½@6¾; Baltimore City Passenger R. R., 31@34; Baltimore and Catonsville R. R., —@15; George's Creek Coal, 50@90; Atlantic Coal, 0.75@1.25; Canton Co., 20@25; do. gold 6s, 92@96; Union R. R., Canton end., 104@104½.

Boston.—Republican Valley R. R., 102; New York and New England R. R., 30; New Mexico and South Pacific R. R., 67½; Florence, El Dorado and Walnut Valley R. R., 36; do. 7s, 97; Kansas Pacific R. R., 4¾; Chicago, Dubuque and Minnesota R. R., 55; Denver and Rio Grande R. R., 12½; Pittsfield and North Adams R. R., 87½; Wichita and Southwestern R. R., 62; do. 7s, 99; Old Colony R. R. 6s, 106; Jackson, Lansing and Saginaw 7s, green, 92¾; Burlington and Missouri River in Nebraska 6s, exempt, 102; do. non-exempt, 99; Boston and Maine 7s, 1894, 116; Connecticut and Passumpsic Rivers R. R., 7s, 103; Boston and Lowell 6s, 1879, 101½; do. 7s, 1892, 113½; Boston, Concord and Montreal 7s, 1893, 104¼; Quincy and Warsaw R. R. 8s, 111½; Iowa Falls and Sioux City 7s, 100; Pueblo and Arkansas Valley 7s, 1898, 99¾; Nashua and Lowell 6s, gold, 104¼; Council Bluffs and St. Joseph 7s, 100; Massachusetts 5s, 5-20, 1894, gold, 105½; do. 5s, 1894, reg., 110¾; New Hampshire 6s, 1898, 113¾; Boston 6s, 1880, reg., 102¾; do. 5s, 1883, gold, 104¼; Cincinnati 7.30s, 1906, R. L., 101¼; do. 6s, 1881, R. L., 97¾; Portland 6s, 1887, R. L., 104¼; Chicago 7s, 1890, 105¾; Cleveland 6s, 1883, 101½; Toledo 6s, 1892, 100; Allouez Mining Co., 2¾; Duncan Silver 4¾; Osceola, 11.

One Week in Wall Street.

On October, 7th, 1878, Western Union Telegraph stock sold at the New York Stock Exchange at 96½ per share. October 14th, 1878, this same stock sold at 86¾, a fluctuation of 9¾ per cent in 7 days. 10,000 shares of this stock, sold at 96½ on a margin of 1 per cent, required an actual capital of \$10,000. The same stock delivered at the reduced price, 86¾, showed a profit of \$937.50 per 100 shares, or 9¾ per cent on the stock. On the whole 10,000 shares the actual profit was \$93,750, or 9¾ times the capital used within the brief space mentioned. People often theorize about supposable cases. The above are hard facts shown by the official record. Very few persons, however, are able to invest singly the \$10,000 necessary to reap such fabulous profits as were made by the above transaction, but Messrs. Lawrence & Co., Bankers, 57 Exchange Place, New York City, have issued a new circular showing how large or small sums may be used successfully in stock speculations by their Combination Method

of pooling thousands of orders into one immense sum and operating them as a whole, which places every customer on an equality with the largest operators, and divides profit *pro rata* among shareholders every 30 days. By this system large profits are made in short periods. \$15 would make \$75, or five per cent; \$50 pays \$350 or 7 per cent; \$100 makes \$1,000, or ten per cent on the stock during the month, according to the market. The new circular explains everything; also contains "Two unerring rules for success in stock operations," and much other valuable information. Copyrighted and sent free. All kinds of Stocks and Bonds, wanted. New Government Loan supplied. Apply to Messrs. Lawrence & Co. Bankers, 57 Exchange Place, N. Y. City.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of September:

	1878.	
Gross receipts:	Month.	Year to date.
Railroad traffic.....	\$674 118 22	\$8,977,389 19
Canal traffic.....	58,058 89	640,984 77
Steam colliers.....	38,280 83	447,029 63
Richmond coal barges	11,022 06	79,041 46

Total Railroad Co..	\$779,480 99	\$10,144,425 05
Reading Coal & Iron Company.....	622,266 79	6,152,475 01

Total of all.....\$1,401,747 78 \$16,296,900 06

Tonnage and passengers:		
Tons of coal on railroad.....	327,539 15	4,409,999 17
Tons of merchandise.....	262,329 07	2,599,987 12
Passengers carried.....	623,674	5,388,971
Coal transported by steam colliers.....	49,218 00	484,720 00
Tons of coal mined:		
By coal and Iron Co.....	139,736 11	2,049,749 05
By tenants.....	63,079 19	822,828 19

Total mined from lands owned and controlled by Co. & from leasehold estates.....	202,816 10	2,872,578 04
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Gross receipts:	Month.	Year to date.
Railroad traffic.....	\$1,331,581 71	\$9,877,395 31
Canal traffic.....	140,826 95	765,928 69
Steam colliers.....	42,282 98	531,628 18
Richmond coal barges	12,748 15	102,819 42

Total Railroad Co..	\$1,527,439 79	\$11,277,766 60
Reading Coal and Iron Co.....	1,142,705 09	7,923,624 05

Total of all....\$2,670,144 88 \$19,201,390 65

Tonnage and passengers:		
Tons of coal on railroad.....	324,116 13	5,786,897 15
Tons of merchandise.....	287,552 11	2,598,904 03
Passengers carried.....	682,731	5,572,991
Coal transported by steam colliers.....	53,971 10	482,947 10
Tons of coal mined:		
By Coal and Iron Co.....	419,602 06	2,980,878 18
By tenants.....	180,931 01	1,089,947 15

Total mined from lands owned and controlled by Co. and from leasehold estates.....	600,533 07	4,070,826 13
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The reduction of receipts is due to the restriction of coal production, the mines having been worked but nine days in September, 1878, against a full month in 1877.

Mr. John S. Barnes, of J. S. Kennedy & Co., bankers, has been elected by the first mortgage bondholders of the St. Louis, Alton and Terre Haute Railroad a trustee in place of the late Robert Bayard.

RAILROAD AND CANAL DIVIDEND STATEMENT.

(Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.)

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Sag* 100	13,500,000	J. & J.	July '78 24	Little Schuylkill* 50	1,644,100	J. & J.	July '78 24	Ware River* 100	870,000	J. & J.	July '78 24
Atlanta and West Point 100	1,232,300	J. & J.	July '78 4	Long Island 50	3,000,000	M. & S.	May '78 10	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '78 3
Atlantic and Gulf guar. 100	786,478	M. & N.	Nov. '78 34	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '78 24	Warwick Valley 100	225,000	A. & O.	Oct. '77 31
Atlantic and St. Law* 100	5,000,000	M. & S.	Sept. '78 2	" pref. 100	943,700	J. & J.	Jan. '74 4	Westchester & Phil. pref. 100	831,300	J. & J.	July '78 4
Augusta and Savannah 100	1,022,900	J. & D.	Dec. '77 34	Louisville & Nashville 100	9,003,418	F. & A.	Aug. '78 14	West Jersey 100	1,550,750	F. & A.	Aug. '77 3
Avon, Genesee & Mt. M* 100	225,000	A. & O.	Jan. '78 2	Louisv., N. Alb. & Chi. 100	8,000,000	J. & D.	Dec. '78 3	Wilmington & Weldon 100	1,450,300	J. & D.	June '77 31
Baltimore and Ohio 100	14,816,900	M. & N.	Nov. '78 4	Lowell and Andover 100	600,000	J. & J.	July '78 24	Winchester & Potomac 100	180,000	J. & J.	July '78 2
Baltimore and Wash. Br. 100	1,650,000	A. & O.	Oct. '78 5	Lowell and Lawrence 100	200,000	A. & O.	Apr. '78 2	Winchester & Strasburg 100	500,000	J. & J.	July '78 24
Berkshire 100	320,500	quarterly	Apr. '78 14	Lyzons Valley 100	600,000	F.M.A.N.	Feb. '78 24	Worcester and Nashua 75	1,789,400	J. & J.	July '78 2
Boston and Albany 100	20,000,000	M. & N.	May '78 4	Manchester and Lew. 100	1,000,000	M. & N.	Nov. '78 5	HORSE-POWER R. R.			
Bos., Cin. & N. Sea 100	2,523,500	"	"	Marquette & Cincinnati 50	1,408,912	"	"	Albany City 100	110,300	"	"
Agricultural Br. guar. 100	60,000	J. & D.	June '78 2	" 1st pref. 50	8,130,719	M. & S.	Sep. '86 2	Baltimore City 25	1,000,000	J. A. J. O.	Oct. '78 2
Bost., Que. & Mont. pref. 100	800,000	M. & N.	May '78 2	" 2d pref. 50	4,460,368	M. & S.	Sep. '86 2	Balt. & E. Md. 100	"	J. & J.	July '78 3
Boston and Lowell 100	3,250,000	J. & J.	June '78 2	Massachusetts 100	400,000	F. & A.	Aug. '78 1	Boston & Chelsea pref. 100	110,000	A. & O.	Apr. '78 4
Boston and Maine 100	6,921,274	M. & N.	Nov. '78 3	Memphis & Charleston 25	5,312,725	J. & D.	Jan. '69 3	Broadway (Brooklyn) 100	300,000	J. A. J. O.	Apr. '78 4
Boston and Providence 100	4,000,000	M. & N.	Nov. '78 3	Michigan Central 100	18,788,304	J. & D.	June '78 2	Broadway & 7th Av. (N.Y.) 100	2,100,000	J. A. J. O.	Apr. '78 2
Attleborough Branch 100	131,700	J. & J.	July '78 24	Middlesex Central 100	2,130,385	F. & A.	Aug. '78 13	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '78 3
Bost. Revere B. & Lynn 100	330,000	quarterly	Dec. '76 2	Mill Creek & Minehill 50	333,375	J. & J.	July '78 6	Brooklyn City 100	2,000,000	F.M.A.N.	Feb. '78 3
Buffalo, N. Y. and Erie 100	960,000	J. & D.	June '78 24	Mt. Hill & Schuyl. Hav. 50	3,856,466	J. & J.	Feb. '78 24	Bushwick (Brooklyn) 100	300,000	J. & J.	July '78 24
Burl. & Mo. Riv. in Neb. 100	8,538,000	F. & A.	Nov. '78 2	Mobile & Montgomery 100	2,794,300	"	Feb. '78 24	Cambridge 100	824,300	A. & O.	Oct. '77 4
Camden and Atlantic 50	377,400	quarterly	Apr. '78 2	Morris and Essex 50	15,000,000	J. & J.	July '78 24	Can. Park N. & E. Riv. 100	1,063,400	J. & J.	July '78 3
" pref. 50	381,925	J. & J.	July '78 3	Mt. Carbon & Pt. Carbon 50	222,350	J. & J.	July '78 6	Citizens' (Phil.) 50	600,000	J. & J.	Jan. '78 10
Camden & Burl. Co. 100	381,925	J. & J.	July '78 3	Nashua and Lowell 100	800,000	M. & N.	May '78 2	Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Orpe May and Millville 50	447,000	J. & D.	Dec. '77 8	Nashua and Rochester 100	1,185,000	A. & O.	Oct. '77 3	Coney Island & Brookl. 100	500,000	"	"
Canasqua & Fogelsv. 50	426,000	Novemb.	Nov. '74 6	Nashville and Decatur 100	15,290,000	J. & D.	June '78 3	Continental (Phila.) 50	180,000	M. & N.	July '78 24
Catawissa 50	1,150,000	Oct. ber.	Oct. '77 11	Nash, Chat. & St. Louis 100	6,575,250	A. & O.	Apr. '78 1	D. Donk H. Bdw. & Bat. 100	1,200,000	F.M.A.N.	Feb. '78 2
" pref. 50	2,200,000	M. & N.	May '78 3	Neatuck 100	2,000,000	J. & J.	July '78 6	Elizbeth Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '78 6
" 2d pref. 50	1,000,000	M. & N.	May '78 3	Nequehoning Valley 50	1,000,000	M. & S.	Sep. '78 5	Elizabeth and Newark 100	200,000	"	"
Cayuga and Susq. 50	589,110	J. & J.	July '78 6	N. Castle & Beaver Val. 50	1,800,000	quarterly	Apr. '78 24	42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '77 6
Cedar Rapids & Mo. R. 100	6,830,400	F.M.A.N.	Nov. '78 1	N. Haven & Northamp. 100	405,000	quarterly	Oct. '74 3	Frank & Southw. (Ph.) 50	600,000	J. & J.	Jan. '78 9
" pref. 100	766,600	F. & A.	Aug. '78 3	New London Northern 100	1,418,300	quarterly	Apr. '78 11	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '78 3
Central of Georgia 100	7,400,000	J. & J.	Jan. '78 2	N. Y. Cen. & Hudson R. 100	89,438,380	quarterly	Oct. '78 2	Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Central of New Jersey 100	20,000,000	quarterly	Apr. '78 24	New York and Harlem 100	3,500,000	J. & J.	July '78 4	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Central Ohio 50	2,425,000	J. & J.	July '78 2	" pref. 100	1,500,000	J. & J.	July '78 4	Green & Cones St. (Ph.) 50	500,000	J. & J.	Jan. '78 2
" pref. 50	400,000	J. & J.	July '78 2	" City Line 100	15,500,000	J. & J.	July '78 5	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 1
Central Pacific 100	54,275,500	A. & O.	Oct. '77 4	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '78 5	Highland 100	290,000	M. & N.	Nov. '77 6
Chemung 100	380,000	quarterly	July '78 14	N. Y. Provid. & Boston 100	3,000,000	quarterly	Aug. '78 24	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '77 6
Cheshire, preferred 100	2,155,300	J. & J.	July '78 3	Niag. Bridge & Canand 100	1,000,000	J. & J.	July '78 3	Lynn and Boston 100	200,000	"	"
Chicago and Alton 100	10,065,400	M. & S.	Sept. '78 3	North Carolina 100	4,000,000	M. & S.	Mar. '78 8	Malden and Melrose 100	200,000	"	"
" pref. 100	2,435,400	M. & S.	Sept. '78 3	N. Eastern (S. C.) pref. 100	96,000	M. & N.	Nov. '77 4	Metropolitan (Boston) 50	1,500,000	J. & J.	July '78 4
Chicago, Burl. & Quincy 100	27,598,242	M. & S.	Sept. '78 4	North Pennsylvania 50	3,978,160	F. & A.	Aug. '78 2	Middlesex (Boston) 100	400,000	M. & N.	May '78 3
Chicago, Iowa & Nebr. 100	3,916,200	J. & J.	July '78 6	Northern Central 100	5,542,000	A. & O.	Apr. '78 3	N. Y. Bay Ridge & Jam 100	102,540	"	"
Chi., Mil. and St. Paul 100	18,404,261	A. & O.	Dec. '70 7	Northern New Hampshire 100	1,000,000	J. & J.	July '77 2	Ninth Avenue (N. Y.) 100	727,320	"	"
" pref. 100	10,279,433	A. & O.	Oct. '78 3	Norfolk and Worcester 100	3,004,400	J. & J.	July '78 5	Orange and Newark 100	282,555	"	"
Chicago & N. Western 100	14,988,807	J. & D.	June '78 3	Ogdensb. & L. Champl. 100	3,077,000	J. & J.	July '76 2	Philadelphia City 50	475,000	J. & J.	July '78 4
" pref. 100	22,025,608	J. & D.	June '78 3	" pref. 100	2,000,000	A. & O.	Apr. '78 4	Philadelphia and Darby 20	200,000	J. & J.	July '78 2
Chicago, R. I. & Pacific 100	20,900,000	quarterly	Nov. '78 2	Ohio and Mississippi 100	20,000,000	quarterly	Apr. '78 4	Phila. and Grey's Ferry 30	284,775	J. & J.	Jan. '78 2
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apr. '78 4	Old Colony 100	4,030,000	J. & D.	Mar. '78 3	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Cin., Sand. and Cleve. 50	2,950,500	"	Apr. '78 21	Oswego and Syracuse 100	482,400	F. & A.	Feb. '78 4	Second Avenue (N.Y.) 100	1,192,500	J. A. J. O.	Apr. '78 2
" pref. 50	413,150	M. & N.	May '78 3	Panama 100	7,000,000	quarterly	Nov. '78 3	Second & Third St. (Ph.) 10	982,100	quarterly	Jan. '78 3
Clev. Col. Cin. & Ind. 100	14,991,900	F. & A.	Feb. '78 3	Paterson and Hudson 100	832,000	J. & J.	July '78 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Cleveland & Mahoning 50	2,057,569	M. & N.	May '77 3	Paterson and Newark 100	250,000	J. & J.	July '78 4	Sixth Avenue (N. Y.) 100	750,000	F.M.A.N.	Nov. '78 1
Cleveland & Pittsburg 50	11,236,150	quarterly	Sept. '78 14	Paterson and Ramapo 100	248,000	J. & J.	July '78 3	Third Avenue (N. Y.) 100	2,000,000	J. & J.	July '78 2
Columbus and Xenia 50	1,786,800	M.J.S.D.	Sept. '78 2	Pember & Hightstown 50	342,150	J. & J.	July '78 3	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '78 2
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '78 4	Pennsylvania 100	68,570,200	quarterly	May '77 11	23d street (N. Y.) 100	600,000	J. & J.	Jan. '78 4
Concord 100	1,500,000	M. & N.	May '78 6	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '78 4	Somerville (Boston) 100	98,000	M. & N.	May '78 3
Concord and Port. 100	1,500,000	J. & J.	July '78 24	Philadelphia and Erie 50	6,004,300	J. & J.	Jan. '78 4	South Boston 100	450,000	J. & J.	July '78 3
Conn. & Passau p. Riv. 100	2,175,700	F. & A.	Aug. '78 1	" pref. 50	2,400,000	J. & J.	Jan. '78 4	Union (Boston) 100	374,800	J. & J.	July '78 3
Connecticut Lake 50	2,100,000	J. & J.	July '78 4	Phil. Ger. & Norristown 50	1,626,250	M.J.S.D.	Sept. '78 3	Union (Phila.) 100	400,000	J. & J.	July '78 6
Camden and Atlantic 50	1,292,950	J. A. J. O.	July '78 2	Philadelphia & Reading 50	32,726,375	quarterly	Jan. '78 2	West Philadelphia 50	400,000	J. & J.	July '78 10
" 1st pref. 50	241,900	A. & O.	Apr. '78 4	" pref. 50	1,551,800	quarterly	July '78 2	CANALS			
" 2d pref. 50	243,000	A. & O.	Apr. '78 4	Phila. and Trenton 100	1,259,100	quarterly	Oct. '78 24	Chesapeake & Delaware 50	1,933,503	J. & D.	June '78 1
Danbury and Newt. 50	400,000	quarterly	Mar. '78 14	Phila., Wil. & Balt. 100	11,554,240	J. & J.	July '78 4	Delaware Division 50	1,633,340	F. & A.	Feb. '78 4
Dayton & Michigan 50	2,39,350	A. & O.	Apr. '78 14	Pittsb., Ft. W. & Chi. 100	19,714,285	quarterly	July '78 14	Delaware and Hudson 100	20,000,000	F. & A.	Aug. '78 4
" pref. 50	1,286,100	quarterly	July '78 2	" Special Imp. 100	5,504,300	quarterly	July '78 14	Delaware and Kan. 100	5,847,400	quarterly	Oct. '78 1
Delaware 100	26,300,000	quarterly	July '78 24	Pittsfield & N. Adams 100	460,000	J. & J.	July '78 2	Lehigh Coal & Navigat. 50	10,848,500	J.S.D.M.	Sept. '78 1
Del., Lackaw. & Westn. 50	822,440	"	"	Port., Sauc. & Portm. 100	1,500,000	J. & J.	July '78 3	Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '78 1
Detroit & Milwaukee 50	2,096,000	J. & D.	Dec. '69 7	Providence & Worcester 100	2,000,000	J. & J.	July '78 2	Morris (consolidated) 100	1,025,000	F. & A.	Feb. '78 2
Dubuque & Sioux City 100	5,000,000	A. & O.	Oct. '78 24	Rensselaer & Saratoga 100	6,000,000	J. & J.	Jan. '78 4	Pennsylvania 100	4,337,900	"	"
East Pennsylvania 50	1,209,200	J. & J.	July '78 3	Richmond & Petersburg 100	1,008,600	J. & J.	July '78 2	Schuyl. Nav. (common) 50	1,988,350	annually	A. '78 10
East Mahanov 50	392,950	J. & J.	July '78 3	Roch. & Genesee Val. 110	555,200	J. & J.	Jan. '78 3	" (pref.) 50	2,889,977	annually	A. '78 10
East Tenn., Va. & Ga. 100	1,988,274	A. & O.	Apr. '78 3	Rome, Watert. and Ogd. 100	2,998,900	F. & A.	July '78 3	MISCELLANEOUS			
Eastern (Mass.) 100	4,991,600	J. & J.	July '78 3	Rutland preferred 100	4,108,700	F. & A.	Feb. '78 3	Adams Express 100	12,000,000	quarterly	June '78 1
Eastern (N. H.) 100	492,500	F. & A.	Feb. '78 2	St. Croix and Penobscot 100	100,000	J. & J.	July '71 2	American Coal 100	1,500,000	M. & S.	Sept. '77 2
Kimira, Jef. & Canand 100	500,000	F. & A.	Feb. '78 2	St. L., Alt. & T. Haute 100	2,300,000	"	"	American Express 100	18,000,000	J. & J.	July '78 11
Kimira & Williamsport 50	500,000	M. & N.	Nov. '77 2	St. L., M. T. & South 100	14,348,950	F. & A.	Feb. '74 3	Amoskeag Manuf. Co. 100	3,000,000	J. & D.	June '78 5
" pref. 50	500,000	J. & J.	July '78 24	St. L., Kan. C. & North 100	12,000,000	"	"	Calumet and Hecla Mining 80,000 shs	F.M.A.N.	Nov. '78 4	
Erie Railway 100	70,000,000	"	"	" pref. 100	12,000,000	"	"	Central Mining Co. 100	100,000	Annual	Feb. '78 4
" pref. 100	8,698,910	Oct. '73 34	"	Salem and Lowell 100	2,433,300	M. & S.	Nov. '72 4	Consolidation (Md.) Coal 100	10,250,000	M. & S.	Jan. '77 3
Erie and Pittsburg 50	1,090,250	quarterly	June '78 14	Schuylkill Valley 50	576,050	J. & J.	July '78 24	George's Creek C. & I. 100	"	J. & J.	Jan. '78 3
Fitchburg 100	4,200,0										

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending October 12th, as reported by the several carrying companies, amounted to 495,083 tons, against 445,206 tons in corresponding week last year, an increase of 49,877 tons. The total amount of anthracite mined for the year is 12,555,594 tons, against 14,972,004 tons for same period last year, a decrease of 2,416,410 tons. The quantity of bituminous coal sent to market for the week amounted to 86,169 tons, against 86,477 tons in corresponding week last year, an increase of 308 tons. The total amount of bituminous mined for the year is 2,620,489 tons, against 2,694,911 tons for corresponding period last year, a decrease of 74,422 tons. The total tonnage of all kinds of coal for the week is 581,262 tons, against 531,683 tons in corresponding week last year, an increase of 49,579 tons, and the total tonnage for the coal year is 15,176,083 tons, against 17,666,915 tons to same date last year, a decrease of 2,490,832 tons. The product of the mines of the Cumberland coal region for the week ending October 12 was 39,760 tons, and for the year to that date 1,249,783 tons, an increase of 59,012 tons as compared with the corresponding period of last year. The shipments to the Baltimore and Ohio Railroad were, for the week, 19,132 tons; for the year, 674,099 tons, an increase of 49,602 tons as compared with 1877. The shipments to the Chesapeake and Ohio Canal were, for the week, 15,093 tons; for the year, 472,530 tons, an increase of 26,238 tons as compared with 1877. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week in October was 129,965 tons, of which 104,226 tons were coal, and 24,739 tons coke. The total carried for the year is 3,798,166 tons, of which 2,933,263 tons were coal and 864,903 tons coke. These figures embrace all the coal carried over the road, east and west. Owing to the suspension there was no anthracite coal carried by the Reading Railroad Company last week. There was shipped from Port Richmond 31,000 tons. The coal on hand at Port Richmond was 38,700 tons, of which 26,500 tons belonged to the Reading Coal company and 12,200 tons to individuals. The Lehigh Valley Railroad Company reports of coal on hand at Perth Amboy October 12, 1878, 63,933 tons; received during the week ending October 19, 1878, 11,000 tons, making a total of 74,933 tons. Amount shipped during the week, 21,000 tons, leaving on hand October 19, 53,933 tons, against 92,500 tons October 25, 1877.—*Phila. Ledger, Oct. 21.*

Vermont and Canada Railroad.

At the recent annual meeting of the stockholders of the Vermont and Canada Railroad the President made the following statement:

Another year of vexatious delay in the satisfactory adjustment of the interests of your road with the Central Vermont has been passed, making the sixth since interest, justly due, has been withheld by the managers of that company. It is not strange that discouragement should to some extent prevail among the holders of stock in the Vermont and Canada, but it must be remembered that this protracted contest has not extended over so long a period as that conducted by a former Director of your road with the Rutland several years ago, which terminated most triumphantly and satisfactorily for the owners of the property. This celebrated case, when it finally reached the Supreme Court in full bench after more than seven years of litigation before Chancellors, was decided in accordance with the principles of equity and justice, and it affords good grounds for encouragement as regards your property interests, which are now in the way of reaching final adjudication before the same dignified and unbiased tribunal.

That you may understand the present attitude of affairs as relates to the Vermont and Canada, it may be well to quote the closing paragraphs of the last statement presented (1877). It will be recollected that authority to execute a contract

for sale of your road to the Central Vermont was conferred upon your President at a legal meeting of the Company held at Bellows Falls, Vt., on the 25th of April, 1877. This contract was duly executed, but it has been made null and void, according to its provisions, by subsequent important events. The petition of the Central Vermont for liberty to sell the Vermont and Canada was pending before the Supreme Court of Vermont at the time the last statement was made (October 1877,) and the closing paragraphs were as follows:

"It may be stated that under the contract the Vermont and Canada surrenders none of its rights to defend its interest in the Courts of Vermont in any hearings which may arise in pursuance of the same, and consequently at the hearing of the petitioners before Chancellor Royce at St. Albans in July its rights and claims were forcibly presented by its counsel, Messrs. Willard and Walker. Also at the subsequent hearing in August, before the full bench of the Supreme Court, the same counsel was present and submitted most able answers to the demands of the petitioners, the Central Vermont Company. It was deemed important that the decision should be according to the strict legal and equitable merits of the questions at issue, uninfluenced by any engagements entered into by the contending parties."

"Chancellor Royce, at the St. Albans hearing in July, dismissed the petition for liberty to sell the road, as asked for by the Central Vermont Company. This was understood to be a *pro forma* proceeding, a decision made with view of bringing the question at issue before the Supreme Court of Vermont."

"No decision has been reached by the Supreme Court, or at least none has been declared. What this will be it is impossible to predict. The mutual obligations of the Canada and Central Companies are clearly defined in the existing contract, but the decision may be of such a nature as to postpone adjustment, or render further proceedings or negotiations necessary."

"It is confidentially expected by those best able to judge of the character of the Justices of the Supreme Court of Vermont that the decision will be in accordance with law and equity, and it is safe to say that such decision is one most devoutly wished for, by those sharing in the interests of the Vermont and Canada Railroad Company."

In a few weeks after this was presented (Oct. 30, 1877), the case came up for decision at Montpelier in the Supreme Court, full bench, (with the exception of Judge Royce of St. Albans); and a long and very able review of the whole case was presented by Justice Barrett, and judgment was rendered, dismissing the petition of the Central Vermont Company. This decision was fatal to the hopes and expectations of the Central Vermont, and for the time disconcerted all their plans. It was a blow from the highest judicial tribunal in the State wholly unanticipated. Its immediate and prospective bearings upon your interests was important, and the elaborate and learned opinion together with the decision could be regarded in no other light than as gratifying and favorable."

The Supreme Court was not called upon to decide other points in the controversy save the one presented, that of permission to sell your road; but in the very able and thorough review read by Judge Barrett, and concurred in by all the Justices, the numerous questions at issue are discussed fully. While opinions are entertained of the views of the Court, in consonance with the prejudices or interests of the parties concerned, it must be, and is conceded by the most impartial and able legal gentlemen in Vermont and elsewhere that there is a decided leaning toward the claims of the Vermont and Canada. It would seem, so far as the meaning of words can be understood, that there is a clear expression of opinion, that what is known as the Compromise decree of 1864 is, and has been, in full legal force since that date, and the rights of the Vermont and Canada as established by that decree have

remained unimpaired. The full establishment of your rights under this decree, by the Supreme Court, when final decision is reached, will place your property under your control, and once more render it remunerative and valuable.

The present aspect of matters may be very briefly stated. A new bill has been filed in the Chancery Court at St. Albans, asking for final adjudication upon the important points involved, and it is hoped that this will by appeal reach the Supreme Court at the term to be held in December next. An answer has been filed by the counsel of the Central Vermont, and as it would appear from many considerations that it is important for the interest of the parties controlling the Central Vermont to have this long contest brought to a close, it is hoped that no further impediments will be interposed to prevent legal adjustment.

It will be well, however, for you to remember that further vexatious delays are possible; they may even be extended over a considerable period of time, but the end must come, sooner or later, and certainly the experience of the past year has been such as to afford good ground for hope that right will ultimately prevail over might, and the claims so persistently urged by your Directors for almost half a decade of years will be ultimately established by decision of the Supreme Court of Vermont.

JAMES B. NICHOLS,

President Vermont and Canada R. R.

Survey of the Amazon and Madeira Rivers.

Commander Selfridge has returned to New York from Washington where he has been with the report and charts of the Amazon and Madeira Rivers, showing the new survey which had been made by the officers of the Enterprise. The vessel went as far as Uroa Island, 250 miles from the mouth of the Madeira, and the steam-launch continued the survey as far as San Antonio Falls, a distance of about 375 miles. It was found that the pilots had greatly exaggerated the perils of the passage at Uroa, and that a good channel of seven fathoms led through the rocks. The success of the expedition is unqualified, and of great commercial value. It has been definitely proved that a navigable channel for vessels drawing fully 16 feet or more exists during the greater part of the year all the way up to San Antonio, which is the new terminus of the new Madeira and Mamore Railroad, now constructing.

Work is progressing favorably on the Central Railroad of Guatemala. Several miles have already been cleared and prepared for grading, and a mile or two is now ready for the rails. The prevalence of rains just at present prevents a greater demonstration of activity, but with the beginning of the dry season gangs of men will be put upon each section and the work rushed through in a few months. The bark Zephyros, with material of various classes for the work, is expected at San Jose the latter part of this month.

The Whitfield and Jefferson Railroad was organized at Plymouth, N. H., on the 11th inst. by the choice of the following Board of Directors: Aaron Ordway, A. L. Brown, W. G. Brown, N. B. Perkins, J. T. Vose, S. N. Bell, J. A. Dodge and W. F. Daniels. Aaron Ordway was chosen President; S. U. Bell, clerk; A. L. Brown, Superintendent, and E. D. Harlow, Treasurer.

The Guatemala Railroad Company filed articles of incorporation in the office of the County Clerk on the 10th inst. The company has a capital of \$1,000,000, divided into 10,000 shares. Its object is to construct a railroad from San Jose, Guatemala, to Escuintla, in the same State.

A GOOD PLAN

The most profitable plan for operating in stocks is that of uniting capital of various sums by combining or pooling the orders of thousands of customers and using them as *one mighty whole*, which has been done so successfully by Messrs. Lawrence & Co., Bankers, 57 Exchange Place, N. Y. City. By this co-operative system each investor is placed on an equal footing with the largest operator, and profits are divided *pro rata* among shareholders every 30 days. An investment of \$10 would pay \$50, making 5 per cent on the stock during the month. \$25 would return \$150, or 6 per cent; \$100 would make \$1,000, or 10 per cent., and so on, according to the market. *Frank Leslie's Illustrated Newspaper*, June 29th, says: "The Combination method of operating in stocks is the most successful ever adopted." *New York Independent*, Sept. 12th, says: "The combination system is founded upon correct business principles, and no person need be without an income while it is kept working by Messrs. Lawrence & Co." *Brooklyn Journal*, April 29th, says: "Our editor made a net profit of \$101.25 on an investment of \$20 in one of Messrs. Lawrence & Co.'s combinations. The firm's new circular (copyrighted and sent free) contains 'Two unerring rules for success in stock operations,' and explains everything. All kinds of Stock and Bonds wanted. New Government Loan supplied. Best references. Address *Lawrence & Co., Bankers and Brokers*, 57 Exchange Place, New York City."

Baltimore and Delta Railroad.

The Belair (Md.) *Ægis* says that the survey and location of the Baltimore and Delta railway, under Major Dandridge, is completed. The consolidation with the Baltimore and Towson town railroad which secures access to the limits of the city of Baltimore, has been effected. The right of way, with few exceptions, has been secured without cost from Boundary avenue to Delta station. The stock subscribed has reached something over \$200,000. It is thought the estimate which Major Dandridge will submit to the board in a few weeks of the cost of grading and masonry, based upon actual surveys and carefully calculated, will not exceed the one previously given of \$5,000 per mile. The subscription books show that nearly every responsible land holder near the line of the proposed road has subscribed towards its construction.

Denver and Rio Grande Railroad.

The Denver and Rio Grande Railroad has been leased to the Atchison, Topeka and Santa Fe Railroad Company for thirty years from December 1, 1878, the former company to receive 43 per cent of the gross earnings, the proportion to be reduced 1 per cent per annum for six years. From the seventh to the fourteenth year, 87 per cent will be paid. All future extensions are to be of a three-foot gauge and a line is to be built to the San Juan silver mines and through the Grand Canon of Arkansas, so as eventually to form a connecting link with and get possession of the Kansas and Pacific Railroad.

The gross earnings of the Great Western Railway of Canada for the month of August, 1878, were \$335,800, the expenses \$252,100, and the net earnings \$83,700; for the month of August, 1877, the gross earnings were \$308,000, the expenses \$235,000, and the net earnings \$73,000—showing an increase in earnings of \$27,800, in expenses of \$17,100, and in net earnings of \$10,700.

The Chicago and Northwestern Railway Company has opened for business the Rochester and Northern Minnesota Railroad, a connection of the Winona and St. Peter Railroad, from

Rochester to Pine Island, Minn., thereby adding sixteen miles to the roads already operated by the company.

The Iron steamer *Virginia*, for the Baltimore and Norfolk line, was launched from the Harlan & Hollingworth Company's yard, at Wilmington, Del., on the 16th inst.

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SEALED PROPOSALS IN ENVELOPE, endorsed "Proposals for Stock and Bonds" are invited and will be received at this office until 12 o'clock M. of MONDAY, the 28th day of October, 1878, for 6,750 shares of the Capital Stock of the New York Elevated Railroad Company, and \$675,000 of the First Mortgage Bonds of the said company, or any part thereof. Each bid must be made for an equal amount of stock and bonds. No bids for the stock will be considered which are for less than the par value thereof, namely, \$100 per share. The bonds are 7 per cent per annum, coupon bonds of the denomination of \$1,000 each, the principal due Jan. 1, 1906. Coupons payable 1st January and 1st July in each year. The bonds will bear interest from the first day of January, 1879.

Interest will be allowed at the rate of 7 per cent per annum on all payments made before that date.

A deposit of 5 per cent will be required from all bidders, which must accompany the bid, and which 5 per cent will be indorsed on all such bids as are accepted. On such bids as are not accepted the deposits will be returned to the bidders.

Fifty per cent on all accepted bids will be required Nov. 15, 1878, on the payment of which one-half the stock and bonds will be delivered; the remaining 45 per cent will be required Nov. 30, 1878, when the remainder of the stock and bonds will be ready for delivery.

The company reserve the right to reject any and all bids which are not deemed satisfactory.

JAMES A. COWING, Treasurer.

New York, October 18, 1878.

THE DIRECTORS OF THE EMPIRE GOLD MINING COMPANY have this day declared a dividend of 8 cents, in gold, per share, (par value \$10.) out of the net earnings for the month of September, payable at the office of the Treasurer, No. 8 Wall st., on the 31st day of October inst. The books to close on October 26, and reopen on the first of November.

S. V. WHITE, Treasurer.

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Band Saws	Edgers	Jacks	Pipe, steam & water
Buzz Saws	Elevators	Jig Saws	Planers & Matchers
Bolt Cutters	Extractors	Jack Screws	Portable Grist Mills
Bolt Machines	Emery Wheels	Looms	Rolls
Bobbin Lathes	Engines, 1 to 300 h p	Lathes, Iron	Re-Saws
Boring Machines	Excelsior Machines	Lath Machinery	Radial Drills
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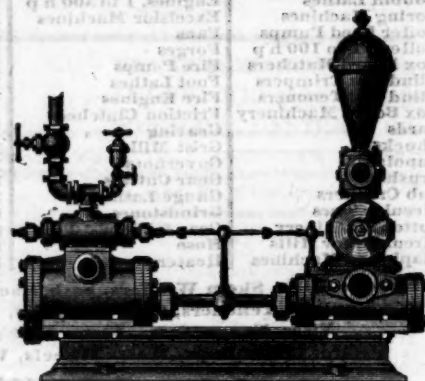
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